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The Thunder Bay Historical Society

Seventh Annual Report

PAPERS OF 1916

The Thunder Bay Historical Society

SEVENTH ANNUAL REPORT

Papers of 1916

The Thunder Bay Historical Society

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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Fort William, Nov 18 1916

To the Members of the Thunder Bay Historical Society

Ladies and Gentlemen:

This is the third annual meeting since the terrible slaughter of human beings commenced in the World War and the end seems not yet in sight. Let us pray and trust that at the next Annual Meeting we will see a general international peace reign throughout the world.

In the first part of the year our attention was directed to the Landmarks of our District by President Pemberton Smith of the Historic Landmarks Association of Canada. He wrote us for a report on the Landmarks of Thunder Bay so as to give them place in the first published series of the Directory which is now being prepared for publication. Mr A. L. Russell, D. L. S. and myself were appointed a committee to attend to the matter.

The paper re Landmarks appearing in this Annual is a copy of a report sent to Mrs. J. H. Simpson, Secretary of the H. L. Association. We expect to see only the ... in the first publication of the Directory but we expect later on, that some of them will be marked with tablets and that the others will receive a place in the historic pages of the country.

You will remember when the war broke out in 1914 we had consented a contract with Mr. D. Gladstone for the building of a memorial tablet in Fort William to commemorate the fur-traders of the past.

The European war completely upset our calculations and the mason in Scotland, who had charge of the work, shipped the polished block of granite (as ordered) to Fort William with the statement that on account of the war they would not be responsible for its safety there any longer. Then Mr. Gladstone had to undertake the engraving himself. He had the one side beautifully done and the other side partly done when his health completely broke down and after ... his death soon followed. The responsibility devolved upon Mrs. Gladstone who engaged an engraver to finish the work. Through some error a few important paragraphs near the beginning of the history on the H. B. Company's side, were left out. Later on they have been added on to the polished plinth below, and now they make a fair showing. I would not have mentioned this matter were it not that people are noting and commenting on the misplaced clauses and design ... in faulty composition. In some ways the monument is unique and an acknowledged fine work of art.

The Society herein wishes to express their deep sympathy for Mrs. Gladstone in her sad bereavement.

After the general business of the last September meeting was finished the President informed the members that the tablet had finally been completed and was ready for unveiling, and a suitable ceremony of some kind should now be considered. Mr. John King suggested asking Sir George E. Foster, Chairman of the Royal Commission, who was expected in the city in about twelve days to do the honors. The idea was received with approbation. The motion was seconded by Rev. ... Graham, and carried unanimously. A resolution was passed appointing the President and members of the Society to interview Mayor Murphy and council with the view of securing the consent of Sir Geo. E. Foster, Minister of Trade and Commerce, to unveil this magnificent tablet. The next day Messrs. John King, Donald McKellar and myself interviewed the council and presented each ... with the photos of the two sides of the tablet as well as the descriptive souvenir. The mayor immediately appreciated the importance of the matter and the exceptionally favorable opportunity presented by the coming of the Royal Commission ... for ... Mc-

Naughton the city clerk, and instructed him to mail the souvenir and the copies of the tablet, with the explanatory letter from the Mayor and myself. A few days later an answer was received from Sir George that he would be pleased to perform the ceremony of unveiling when in the city.

Further information re Unveiling will be seen in the paper with the Times-Journal's report, appearing in this Annual.

The unveiling was a great success and Sir Geo. E. Foster's address was appropriate and deeply impressive. We have secured two fine photos of the unveiling and have got them copyrighted. We have ordered a first-class combination cut of the views of the tablet and the unveiling so that many copies can be struck off at a small cost. By this means we expect help in publicity as well as to the annual which is greatly to be desired when it is considered what an historical society stands for to the country as well as to the community.

A beautiful combination cut of tablet and unveiling can be seen and secured at Edgar Rutledge's book store, 312 Victoria Avenue, Fort William, and at Crooks' drug store, Cumberland Street, Port Arthur.

In regard to the general transactions at the meetings of the Society during the year, Miss Mary Black, Secretary-Treasurer will present them in her report better than I could.

The officers and members of the Society have my sincere thanks for their valuable help.

PETER McKELLAR, President.

Secretary-Treasurer's Report

1936 M. F. I. [illegible]

Port William, Nov. 28th, 1916.

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

I have much pleasure in presenting the following report as secretary-treasurer of our Society

During the year there have been five regular meetings, the dates, speakers and subjects being as follows —

Feb. 25th, 1916—A reading from the Toronto Globe 1870, describing the turning of the first sod for the C. P. R.

March 31st.—Mr Peter McKellar "Shipping Trade of Port William."

May 4th.—Mrs. Moberly, "Early Times in Port William."

Sept. 28th.—Mrs. J. M. Shark "Legends of the Kayak."

Nov. 28th.—Reading from Port William Times-Journal describing unveiling of Tablet by Mr George Foster

These papers have all been most interesting and their permanent preservation will be decidedly worth while.

The meetings have always been very enjoyable, the social side being by no means the least attractive part.

The outstanding event of the year of course was the unveiling of the Tablet, an historic incident of great interest [illegible] to which the President will make further reference.

The correspondence has been very light, and has usually simply been requests for our publications.

We have a paid up membership of 54. We have also received several generous donations from friends who are not members.

The following financial statement, I think, you will find interesting. As you will notice it covers the year October to October instead of November to November. This is due to the wishes of the Department of Education, as they wanted uniformity in the financial years of the various Historical Societies.

RECEIPTS

Sept. 30th—Bal in bank	$ 4.50
Nov 18th—Government grant	100.00
Nov 20th—Donations towards tablet—	
Mrs. M. W. J. McKenzie	10.00
Mr J. B. McKenzie	10.00
Nov 25th—Membership fee (A. McNaughton)	1.00
Nov 28th—Donation to exhibit 1916.	1.00
Feb 25th—Membership fee 1914-1915 (Mrs. Lee)	1.00
March 29th—Membership fee (1915-1916 (Mrs Lee, Mr and Mrs. John King, Dr and Mrs Oliver Major and Mrs Hamilton, Mr and Mrs. McKellar Miss Grant, Mr D. McKellar and Miss M J (A Black)	10.00
May 17th—Donation towards tablet (Major Young)	25.00
Sept. 30th — Membership fee (Mrs. L. L. Pelder)	1.00
	$155.50

EXPENDITURES

1916.

March 4th—Times-Journal (Ambuly)	$ 20.75
April 18th—Postage and Tele[illegible]	[illegible]
April [illegible]th—Historic Landmark Association (affiliation fee	5.00
A Stewart (Envelopes	1.00
Sept. 30th—Bal. in Bank	85.85
	$155.50

Audited and found to be correct.

M. ROSS GRAHAM

K. McK. PIREY

For your further information I give in addition the financial statement [illegible] date

RECEIPTS	
1916.	
Sept. 30th—Balance in bank	$ [illegible]
Oct. 16th—Donation from D. McKellar for copyright	2.00
Oct. 16th—Donation towards tablet, Capt. McConnell	5.00
Oct. 27th—Sale of pictures Mrs. King	22.37
Oct. 27th—Membership fees	2.00
Nov. 2nd—Government grant	100.00
Nov. 28th—Donation to tablet (E. Se[illegible])	5.00
Nov. 28th—Membership fees	1.50
Nov. 30th—Sale of pictures Miss [illegible]	7.10
	$[illegible]

EXPENDITURES	
Oct. 16th—Copyright	$ 3.00
Oct. 31st—Mrs. Gladstone (tablet)	60.00
Nov. 3rd—Printing and cuts	2.80
Nov. 30th—Bal. in bank	152.37
	$[illegible]

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary Treasurer

The Historic Land Marks in Thunder Bay

Mr. Peter Kellar

1 Site

Hudson's Bay Company Post

This is situate on the Kaministiquia River in Fort William, in the District of Thunder Bay and is being commemorated by the erection of a Fifteen Hundred Dollar Granite Tablet on the site occupied by the Fur Traders for over two hundred years.

(See the "Souvenir" and Plans)

2 Site

The Peeping Squaw at Thunder Bay

The Peeping Squaw is a protrusion of rock which appears in the vertical face of the rubble Pie Island Mountain at an elevation of about three hundred feet from the base. In crossing Thunder Bay on a line for a distance of about almost miles, the Peeping Squaw is visible from the middle portion of the Bay. At first the protrusion appears a "peeper" out, and continues to open out as you proceed, like the lower beak of a bird and it is quite conspicuous and then it gradually almost until it disappears. In the course days, it would be in view for a couple of hours. It is interesting to tourists as the passenger boats travel this route.

3 Site

Turning on the Kakabeka Falls Electric Power

This took place in the Power House on Lot 4 South Mary Street in the Town Plot of Fort William on October 3rd, 1906. President Cockshutt of the Canadian Manufacturers Association pressed the button. Many were present.

4 Site

The Turning of the First Sod of the Canadian Pacific Railway

This took place on the North bank of the Kaministiquia River about three and one-half miles from its mouth, in Fort William West, on the first day of June, 1874. Judge D. D. Van Norman presided and Mr. Adam Oliver M. P. P. cut the first sod and wheeled it away. Speeches were made by Mr. Van Norman, Oliver and T. & P. Towers. There were present at this event over five hundred ladies and gentlemen.

5 Site

C. P. R. Elevator "A" (the first Grain Elevator in Fort William)

Elevator "A" was built of wood in Fort William in the year 1884 on the North shore of the Kaministiquia River one and one-quarter miles from its mouth. Capacity one million bushels.

6 Site

Testing the First 600 of the Great Elevator of the Canadian Pacific Railway

This occurred about half a mile South of the Mission River near the mouth, in Fort William, on the 23rd of November 1908.

Mayor James Murphy presided and turned the first sod. Speeches were made by George A. Graham, Peter McKellar and Mayor Murphy. Engineer Fairchild represented the Company and in his address he pointed out the corner pintels of the great elevator and stated that three million cubic yards of earth would have to be removed to allow the boats to come up to the elevator. There were about five hundred ladies and gentlemen present.

7. SITE

THE FIRST CEMETERY IN THUNDER BAY

A plot of a couple of acres of ground fenced in on the North bank of the Kaministiquia River at the first bend in the West, one and one-half miles from the mouth of the River. The bodies were removed to the Mountain View cemetery in 1884-5 on lot 12, Neebing Township, about seven miles from the mouth of the Kaministiquia River. The plant of the Gordon Ironside & Fares Company now stands on the old cemetery grounds.

8. SITE

"THE SLEEPING GIANT" OF THUNDER CAPE

An Indian Deity around which hangs many Indian tales of thunder and lightning.

This consists of the trap rock on Thunder Cape, forming a crown and lying flat on the Animikie beds at an elevation of about 1,300 feet. It resembles the outlines of a Giant lying on his back, length from head to foot about four miles, the sides being practically perpendicular from the surface of the water to the crown. It is an imposing figure and quite conspicuous from the Twin Cities being visible almost to twenty miles away.

9. SITE

THE "SEA LION" OF SILVER ISLET

The Sea Lion Rock looks like a great lion extending out from the shore into the water as will be seen by the accompanying photo. It is about a half a mile from the Silver Islet Village and is the result of the erosion of a trap dyke.

10. SITE

POINT DE MEURON, Kaministiquia River, Thunder Bay

Point De Meuron lies at the foot of the rapids, at the head of tug boat navigation, about ten miles up the Kaministiquia River. It was used as the landing of a long portage in canoe days, and occupied for a season in 1816-17 by the famous Lord Selkirk De Meuron Soldiers on their way to revenge the Red River massacre.

Afterwards it was purchased by the Hudson's Bay Company Officer John McIntyre who developed it for a farm and summer resort.

In 1872 the late Lord and Lady Milton resided at Point De Meuron for a good part of the summer where the present Lord Milton was born.

11. SITE (not yet marked)

MOUNT GARNET in Thunder Bay

Mount Garnet is situate about half a mile West and about twenty-five miles up the Current River. It is a wonderful freak of nature, and was discovered by Peter McKellar in midwinter in the year 1868. The Mount looks a smoothly ground, round pillar of garnetiferous granite. The length or height was estimated, roughly speaking, at 40 to 50 feet.

No doubt it was formed by the force of moving waters like pot holes are formed. Probably it occupied a position in the centre of a whirlpool.

Fortunately the other day while searching through old papers I discovered the sketch plan I made of Current River in 1868 on the occasion of discovering Mount Garnet. On that sketch I marked Mount Garnet. Mr. Russell has made an instrumental survey of Current River and we can locate Mount Garnet from the above sketch. The mount received its name from the numerous small garnets in the rock of which it is formed.

12. SITE

The POT HOLES, Thunder Bay District

The Pot-Holes are situate about half a mile North of the Little Pic Silver Mine, near Mokomon Station on the line of the Canadian Pacific railway on Location 5H. X. or near it.

The pot holes are in the number of fifty or thereabouts exposed, and are mostly round and smooth 2, 4, 6, 10 up to 20 feet or more in diameter. These holes occur on the East side of a steep mountain and show on the different ledges from the bottom up to a few feet of the summit. The pot holes were discovered by Mr. Donald McKellar in 1878.

Description of the "Twin Holes"—The Twin Pot Holes are situated near the edge of a cliff of rock. The two holes are round and smooth and 6 to 7 feet each in diameter. They join at a depth of 10 to 12 feet and within a yard or so of the earthy bottom, allowing free passage of the materials from one to the other. About the point where the two join, the one on the South side has broken an opening two to three feet through the face of the steep cliff, leaving the holes empty to the top. I descended to the bottom and forced a sharpened pole down into the mud, nearly [illegible] several feet without reaching solid rock.

None of the holes have been cleaned out to find out how deep they are. At the foot of the mountain is a little lake of unknown depth, the supposed main pool into which the great stream poured.

[See the accompanying paper by Peter McKellar F. G. S.—] (From Hall [illegible] Sec. A [illegible] D.

NOTE

THE TURNING OF THE FIRST SOD OF THE GRAND TRUNK PACIFIC RAILWAY

This ceremony took place in Fort William West, at the crossing of the Canadian Pacific Railway with the Grand Trunk Pacific Railway four miles from the mouth of the Kaministiquia River on September 11th 1905.

Mayor [illegible] was chairman and Premier Wilfred Laurier, now Sir Wilfred, turned the sod and delivered the oration. Short addresses were also made by the Mayor and Mr. G. A. Graham.

A grand stand was erected for the occasion and a great gathering of people were present.

Mr. A. L. Russell, D. L. S., a member of the committee, is compiling a further list of sites.

PETER McKELLAR

The First Sod of the Canadian Pacific Railway Turned

RE-PRINTED FROM THE TORONTO GLOBE OF JUNE [illegible], 1875

Tuesday the 1st of June, 1875, will be the day long remembered in the annals of the district of Thunder Bay as well as throughout the whole of the Dominion of Canada, as the day upon which the first sod was cut upon the Canadian Pacific Railway. For some time past, we have had large arrivals daily of men and materials for the work, and the contractors have already erected several large storehouses, stables, offices and other receptacles for provender and railway plant on the Government Reserve, Prince Arthur's Landing.

The wharf on the Kaministiquia River being in a forward state through the energy displayed by Mr. Walter Oliver the Government superintendent, who having completed the winter wharf improvements at Prince Arthur's Landing has been lately engaged in pushing forward the river wharfage, and we understand that Mr. Oliver is about to still further enlarge the wharfage accommodation here in order to enable the different steamers to discharge their goods [illegible] and save the consignees the [illegible] cartage charges which they have [illegible] been obliged to pay. The [illegible] contractors, Messrs. [illegible] Sifton, Thomas Cochrane, Ward & Co. [illegible] vited their friends [illegible] Prince Arthur's Landing to join those of Fort William in inaugurating this important undertaking, and [illegible] the steamers, Jessie Oliver and Watchman, loaded with the beauty and fashion of the neighborhood of Prince Arthur's Landing for the scene of the operations of the day, which took place on the left bank of the Kaministiquia River about four miles from its mouth where were assembled upwards of five hundred ladies and gentlemen to witness the event. Among those present we observed the following, viz: Judge Van Norman and Ladies, Mr. and Mrs. John McIntyre, Mr. Thos. Marks and Miss Marks, Miss Wyllie, Miss Buchanan, Mr. John and the Misses McKellar, Mr. and Mrs. D. M. Blackwood, Miss Fraser, Mr. Robt. and Miss Morrison, Mr. Geo. and Miss McVicar, Mr. and Mrs. J. C. [illegible], Mr. and Mrs. T. A. P. Towers, Sr. and Jr., Mr. Samuel Hazlewood, chief of the Prince Arthur's section of the Canadian Pacific Railway survey, and a large staff of surveyors; Mr. R. Maitland, Drs. McDonell, Clark and Cook; Messrs. [illegible] de Carle, J. Kerr, J. McLeahan, Henry Sifton, Thomas Cochrane & Co., contractors; J. [illegible], Stuart B. Wallace, Heath, Wm. F. Davidson, Moses Street, Noah K. Street, C. J. [illegible], manager Royal Canadian Bank, Adam Oliver, M.P.P., Alexander Stevenson, Jas. Flanagan, Geo. [illegible] Oliver, Peter, Donald and Archibald McKellar, W. C. Dobie, Angus Bethune, chief purveyor, Canadian Pacific Railway survey and staff; Rev. Messrs. McKerracher and Duncan, Messrs. J. Preston, J. Sprowle, J. Hebert, Jas. Haine, J. Parks, W. C. Dick, J. Tupper, [illegible] Holland, C. C. Forneri, P. L. S., A. Tennyson, J. [illegible] [illegible] [illegible], R. Carruthers, C. McIntyre, Miss McIntyre, Miss [illegible], Mr. and Mrs. Jas. Flaherty, R. [illegible] and F. [illegible] Hornon, [illegible] Kane, W. H. Carpenter, W. Heath, manager Ontario Bank, J. Mengie.

A bar being liberally entertained by the [illegible] contractors, Messrs. Sifton, Cochrane, Ward & Co., they proceeded to the place selected for breaking ground on [illegible] No. —, on Water Street, in the town [illegible] of Fort William, where, a platform being erected, Judge Van Norman was called upon to preside.

Judge D. D. Van Norman on gaining the platform prepared for the [illegible] here, spoke substantially as follows: Ladies and Gentlemen,—I regret extremely that on this occasion some one better qualified than myself has not been chosen to perform the part that by some mischance has fallen to my share today. This, ladies and gentlemen, is no ordinary occasion. We have met here today

for no other purpose than to inaugurate the beginning of the actual construction of the Canadian Pacific Railway and while I am prone to confess my utter inability to do even a measure of justice to the occasion, I assure you no one in this crowd at present I see before me more fully appreciates the magnitude of the occasion than myself. Why, what is the astounding fact? That with a population of not quite four millions of people, Canada has through their representatives, determined to span this continent with a railway so that an emigrant with his family seeking a new home in this new world but still under the old flag may with celerity safely and certainly traverse the country from Cape Breton in Nova Scotia, to Vancouver's Island in British Columbia in the meantime reaching over a space as vast as the great ocean that divides and separates the old world from the new. It has been deemed by our wise men best to begin this tremendous undertaking right here in the heart of the continent, at the head of navigation, having for its objects first to utilize the 1,000 miles of splendid water navigation, and bridging over with the space of 400 miles more to tap the Central Provinces of our Dominion, to draw closer the bonds of commercial friendship and alliance and also at the same time to weld into one homogeneous whole the disjointed fragments of almost alien peoples. To my mind no more marvellous achievement of faith and pluck has ever been made by the same number of people. In my time I have seen history repeat itself on more than one occasion, and I verily believe it is about to do so again in this vicinity. Fifty years ago as a boy I saw the great men of the day Governor Clinton of New York and the Marquis of Lafayette, of France celebrate the completion of the Erie Canal at Buffalo, by uniting the waters of the Hudson River with those of Lake Erie. I also witnessed the turning of the first sod of the Illinois Central Railroad. These were the efforts of a people in number about 20 millions.

Now what has been the result of these acts? I do not speak of the mere works of themselves as grand as they undoubtedly are, but I speak of the inauguration of a system of artificial communication for commercial purposes. The village of Buffalo at that time contained a population less than Prince Arthur's Landing does today. And what at the time was called Chicago was no larger than that little aggregation of houses that goes by the name of Fort William. The breaking of bulk in the carrying trade east and west from these two has made them two cities of renown, especially Chicago the wonder and admiration of the whole world. I say I verily believe that history is about to repeat itself. I give you my reasons [illegible] all things being equal, the same causes will produce the results. Is it not a self evident proposition? The answer is found in the question itself. Now what are the conditions you ask? I will try and furnish the answer. No one will assume that it was the construction of canals and railroads alone that made the two cities mentioned. But it was vast fields the [illegible] west of Chicago that in time became filled with an industrious population [illegible] required these railroads and canals to take their produce to market, and to bring them their dry goods and groceries in return. And as these were filled up new homes further west must be sought, until the Rocky mountains were reached, and the area of available agricultural lands for wheat growing purposes were found to be very meagrely limited. Out of the vast tract of land lying between the Missouri River and the Rocky mountains are to be taken enormous tracts that can only be counted as of but small producing value, being in the spring, and even in having the summer parched with high winds that for weeks and months hardly a drop of rain to fall and vegetation simply ceases to be. Now will any person say that we have anything within our western borders that represents a state of things equivalent to that? Nothing but an unlimited fertility with perennial grasses, never failing streams from the Red River here at Fort Garry to the very foot of the Rocky mountains. Aye, and more than that—we may in the eastern slope of these mountains may be found an abundance of coal, also large tracts of most valuable lands for agricultural purposes. Thus it will be seen that it proposes to

carry the road through one of the most fertile belts of country in the world. At any rate, this route crosses no alkaline plains; it opens no inhospitable waste, it pierces no arid, scorched and burned-up tracts, but it does traverse a country at once beautiful and inviting, always rich either in minerals or fertility and large enough to carve out a half dozen such States as Illinois and Wisconsin—their equal in acreage and more than their equal in productiveness. I speak only of the near future. I refer only to that immediate future when the productions of this fine country shall exceed its requirements, when the surplus grains will be sent forward to pay for its dry goods and groceries in order to prove my proposition, for at this point, where cargoes are changed from ship to car and from car to ship, will and must be reproduced those marvels of central cities of men and money that are in themselves the creatures of [illegible]. It was that process of concentration and redistribution [illegible] the large cities that fringe the coast of these our lakes, and it certainly would be an unheard of thing if the same causes [illegible] here, upon the edge [illegible] of them [illegible] in this solitary instance [illegible] to produce the like results. I ask you again, is it not a self-evident proposition? Gentlemen, because there are features in connection with this undertaking that time does not permit me to more than touch upon, I will merely add that with an easy and rapid mode of transport and communication the necessary federation of these Provinces is possible, but without it the bond of union of the Confederation [illegible] would be a rope of sand. Our own great breadth of territory instead of being a source of strength would be a source of actual weakness. We should fall to pieces of our own weight—and, in the event, by action of the laws of gravitation we would possibly fall into the arms of our neighbours. I need not enlarge here. But with this beginning an accomplished fact we take a new departure in our national existence, the future of which, as far as the human vision can pierce, is bright with promise and radiant with hope. At this point I leave the subject to others. I thank you for having listened so attentively and patiently and will now call upon Mr. Adam Oliver, the member of the Local Legislature for the county of Oxford.

Mr. Oliver came forward amid applause. He said: We have today met to perform, perhaps, one of the most interesting acts that has ever taken place in the Dominion of Canada. We have often witnessed the breaking of ground for railways, when many of them were for mere speculative or political objects or, perhaps, to buy up the decaying reputation of some railway company. This today is no idle speculative demonstration. Here you have living evidence that [illegible], allow me to refer for your observation to yonder pile of wheelbarrows, a little further on you can see 1,000 shovels ready for use (cheers); looking still farther up the line you can see hundreds of men grubbing and clearing the way, while the magnificent wharf along the side of the river is rapidly approaching completion. The place upon which you are now standing is destined [illegible] to be one of the most important cities of our great Dominion. In a few years you will see this magnificent river and bay studded [illegible] with the flags of all nations floating at mastheads, called there to convey the products of the West in ships to all parts of the world. (Cheers.) Hon. Mr. Oliver regretted that the agricultural capabilities in this district were not better known. Here we have some of the best, most fertile valleys along these rivers to be found on the continent. True, the summer season may be shorter than in some places but it is quite long enough to produce all kinds of grain. Here the grasshopper never finds his way; the chintz bug and the potato beetle that lay waste so many farms in other parts are not known in this land. The speaker then paid a high compliment to Messrs. Sifton, Ward & Co. and stated that the Government were fortunate in awarding the contract to such men, who were known to be men of experience, integrity and worth.

Mr. Wood, M.P.P., being called upon said: At the desire of our worthy and able chairman, I have been requested as one of the oldest settlers in the district of Algoma, to address you on this general national

event, that is, of turning the first sod of the Canada Pacific Railway. It is an event of which few I think, as yet appreciate the great importance. It is the commencement of the real consolidation of one of the largest colonies that pertain to the British Empire. By its means we are going to connect the widespread portions of our Empire, and open to the overcrowded population not only of our parent England, but of the whole continent of Europe, an extent of agricultural and mineral land unequalled on the [illegible] heart of America. Heretofore, the Northwest has been only understood as the hunting ground of the Indian, producing through the enterprise of the Hudson Bay Company the skins of the wild animals which roam over its vast prairies and forests. Gradually from the observation of enterprising men, travelling either on pleasure or the pursuit of knowledge it was found that this great territory instead of being a mere wilderness, was one of the best grain producing regions of the world. Thus the project of the Canadian Government in building this railroad, which we see now commenced, not only will, I hope, be financially a success, but will open out a new field for the employment of our emigrants and the whole Dominion of Canada. The country through which the railway will pass is peculiarly suited for European emigration. Nothing is required of the settler but to plough up his land and reap the harvest, no chopping of the native forest, simply the turning of the sod. As an old settler in this district, coming when only one steamer plied on both waters of Lake Superior and Lake Huron, it is with pride that I am present on this occasion. Since coming to Canada my attention has been drawn to the cause of the success of Chicago, and, as far as I believe, it has been on account of its being the nearest water communication to the seaboard for the grain producing territory of the Western States. Such is our position today, we have the natural water outlet of the great fertile belt of the Northwest. The thanks of every one here and in Canada are due to our Government for the selection which has been made of Thunder Bay as the terminus of the Canada Pacific Railway, they having commenced in the midst of a promising mineral district, as there is on the continent, passing through some of the best free-grant agricultural lands on this side of the water-shed on Lake Superior. With these remarks I am sure that everyone will join with me in wishing success to this great undertaking.

Judge Van Norman, having informed Mr. Oliver, M.P.P., that the time had now arrived for him to commence his important duty as actor of the first sod of the great national undertaking, Mr. Oliver proceeded to do so in a most workmanlike manner, a handsome spade and wheel barrow having been provided by the contractors for the purpose. The barrow being duly filled, Mr. Oliver wheeled it along the track and upset it in the most approved style, when a scramble ensued among the [illegible] and gentlemen present, as to who should possess a piece of the first cut. Great was the demand, [illegible] to supply the requirements of those present as well as to send to friends at a distance. What was left of it was safely brought to Prince Arthur's Landing to be preserved as a memorial of the interesting event.

The spectators now returned to the steamers, well pleased with the day's proceedings, expressing the hope that the energetic contractors may continue as satisfactorily as they have begun.

Shipping Trade of Fort William

EXTRACTS FROM THE FORT WILLIAM DAILY TIMES-JOURNAL OF NOV. 30, 1916 RE THE GRAIN, FLOUR AND SHIPPING INDUSTRIES OF THUNDER BAY DISTRICT UP TO DATE

COMPILED BY MR. PETER McKELLAR   READ BY MISS M. J. L. BLACK

THE PIONEER OGILVIE FLOUR MILLS OF THUNDER BAY

Mr. W. W. Ogilvie was fully alive to what lay ahead of the twin cities, and the erection of the mills now in operation at Fort William was planned by him in 1900, but his death occurring in 1900, delayed their construction, and was followed by a reorganization of the company which continued the business under a new name, the Ogilvie Flour Mills Limited, numbering among its directorate many of the greatest of Canada's financial men. It was due largely to the energy and acumen of this same group of financiers, numbering among them C. R. Hosmer and the late F. W. Thompson, that the development of the water power at Kakabeka Falls was brought to a successful issue, a power which was never made into a commercial possibility until it fell into its present hands, and under the organization of the Kaministiquia Power Company was made the source of power supply for the city of Fort William, [illegible] almost the entire range of industries, elevators and railways as well as supplying the municipal needs in the cities at the head of the lakes. Coincident with the development of this power the plans of the late W. W. Ogilvie were carried on at the head of the lakes, and the first unit of their elevator was put in commission in time to handle the crop of 1904 and was followed by the erection of the mill with a daily capacity of 3,000 barrels, while their storage has been successively increased by units of 75,000 bushels capacity until the Ogilvie Flour Mills Company now has no less than two million bushels of storage at this point.

Possibly the best idea can be obtained of the magnitude of the company from the following table showing their milling and elevating capacity throughout the Dominion.

Daily Capacity of Ogilvie Mills

Flour Mills—	Barrels
Royal Mill, Montreal	7,500
Glenora, Montreal	3,000
Fort William, Fort William	3,000
Winnipeg, Winnipeg	3,000
Medicine Hat, Medicine Hat	3,000
	19,000
Cereal Mills—	**Barrels**
City Mills, Montreal	1,000
Winnipeg, Montreal	500
	1,500
Total milling capacity	20,500

Capacity of Ogilvie Elevators

Terminals—	Bushels
Montreal	3,750,000
Fort William	2,040,000
Winnipeg	700,000
Medicine Hat	540,000
Interior of Country—	
147 elevators	3,000,000
Total storage	10,000,000

At the Fort William site of the Ogilvie Company the drying plants in connection with the wheat washing machinery can dry if necessary 100,000 bushels daily.

THE BEGINNING OF THE TRANSPORTATION OF GRAIN FROM THE WESTERN PRAIRIES TO THE EAST

The First Cargo

Away back in 1880 the first cargo of wheat from the west was loaded into the small hold of the old wooden steamer Erie of which Captain Sullivan was master. No elevators existed at that far-off day. Fort William was still a post of the Hudson's Bay company. Port Arthur was a tiny set-

[illegible] and birch-bark canoes were common on Thunder Bay and the river Kaministiquia. The steamship Erie sailed up the Kaministiquia river to where west Fort William now is situated and the grain was loaded into her from sheds which had been erected upon the river bank.

In 1883 the first ship's cargo to pour down the spout of a terminal elevator on the Canadian shore of Lake Superior was loaded from King's elevator at Port Arthur. In the spring of the following year the steamship Alberta, of the Canadian Pacific railway upper lake fleet, received the first grain cargo to come from the spouts of a Fort William elevator when she was loaded at the house known as C. P. R. elevator "A." The old house still stands on the banks of the Kaministiquia and is in as active operation as it ever was. An idea of the wonderful development of elevator construction from the time when "A" house was built until now can be obtained from an inspection of the old building and then a visit to one of the modern houses like the Canadian Government [illegible] or any one of a dozen houses owned by the Canadian Pacific, Canadian Government and the Canadian Northern railways. The walls of the old house are built of two by six inch planks laid flat together and spiked. The bins are square and are built the same way as the walls. The exterior is covered with galvanized iron. In shape it is oblong and built exactly like one of the small elevators of the west. The roof runs up to a cupola which runs along the entire length of the structure.

"Palaces of Commerce"

To the uninitiated, one of the modern brick, concrete and steel elevators looks like a place built for an entirely different use. Old "A" house might be taken for anything from a cotton mill to a tobacco barn but one of the new structures could never be mistaken for anything but a grain elevator. The fact sticks out all over them. They are much too well known to require a description.

GROWTH OF TERMINAL ELEVATORS IN TWIN CITIES.

When, in 1885 the first Canadian Pacific railway elevator was built, the Port Arthur elevator was left for winter storage only, until it was converted into a hospital, and "A" did the whole of the fall business, until after the 1887 crop "B" was added as an independent house, and "C" was constructed as an annex to "A."

The first steel house, "D," was built in 1897 and was followed in 1902 by the two-million-bushel annex to "D" known as "E" which was constructed by the Macdonald Engineering Company of Chicago and was of a new design, the arrangement of the tanks being based upon the hexagon instead of the square, six tanks being grouped round one central tank, making the interstices triangular instead of four-cornered. This style of construction was followed in the first steel elevator used by the Ogilvie Flour Mills Company built by the same firm, which was built in 1904 and has been twice enlarged. The Empire elevator was built the same year, these two being the first firms outside of the railways to erect terminal houses.

All these elevators, with the exception of the first, the C. P. R. elevator above mentioned, were built on the Kaministiquia river in Fort William.

Meanwhile the Canadian Northern railway had tapped the west and taken over the route of the old Ontario and Rainy River railway which linked the prairies to the great lakes, and commenced work on its first elevator "A," which was a wooden house, holding a million bushels, built on the [illegible] at Port Arthur in 1902, to which shortly an annex was erected consisting of tile tanks bringing its capacity up to [illegible] million. This was supplemented by the erection of a second working house, "B," with a second series of tanks, bringing the capacity of the two houses, which are side by side, to the grand total of 7,500,000 bushels.

In 1906 the Consolidated elevator was built, followed on a site not far from it by the Western Terminal elevator which was built in 1908, the same year which saw the erection of the Thunder Bay elevator in Port Arthur which was built by the same company that owned the Empire ele-

space in order to handle their growing receipts via the Canadian Northern. In the following year [illegible] the Grand Trunk Pacific elevator was built on the terminal property acquired by that railway company and was the first elevator to be built on the south side of the Kaministiquia river, and this has been added to un[illegible]. It now has a capacity of 5,7[illegible] bushels.

In the fall of 19[illegible] the Dominion Government elevator was built, and this year saw considerable expansion including also the Fort William elevator at Fort William and the Davidson and Smith elevator at Port Arthur, [illegible] removed from the government house.

Such is a brief history of the growth of terminal elevators at this port commenced by the railway companies who have since gradually retired from the actual operation in their own houses, the Canadian Pacific elevator "D" being now the only house actually operated by a railway. Their elevators A and C are leased to the Eastern Terminal Elevator Company, "B" and "E" to the [illegible] Grain Company, while the whole plant of the Canadian Northern at Port Arthur is leased and operated by the Port Arthur Elevator Company. The same is true of the Grand Trunk Pacific elevator which is run by a firm known as the Grand Trunk Pacific Terminal Elevator Company.

THE EARLY SHIPPING AND BOATS AT THE TWIN PORTS

From 18[illegible] to 18[illegible] grain arrivals and shipments steadily increased and a large fleet of steam barges and sailing craft called regularly at the head of the lakes. Four of the larger boats in the fleet were the Myles, Tillie, John Oaskin and Glasgow, but, even they—considered wonders in their day—carried pitiably small cargoes compared with the ones carried down the lakes today. The big steamer W. Grant Morden could carry in one trip almost as much grain as the entire fleet in 18[illegible] or '[illegible] put together.

Fired Queen in the Lakes

It was in the early days that the wood steamer Baronde which up to two years ago ran regularly between here and Sarnia with freight and passengers, earned the reputation as queen of the upper lakes because of her size and luxurious appointments. The C. P. R. steamships Athabasca, Algoma and Alberta were also pointed out with pride by every sailor in the fleet.

In 18[illegible] a record which still stands in the annals in the lakes was made by the steam barge Mary Jane which cleared from Fort William for Buffalo with [illegible] bushels of wheat on December [illegible]. She made the long trip without mishap.

About the year 18[illegible] a new era in lake transportation occurred when the first steamship Western Reserve arrived at the head of lake navigation and loaded a grain cargo for the east. Almost every man, woman and child crowded to the waterfront to see the monster of metal plates arrive and speculation ran high among the old salts as to the future of the wooden boats of her kind. The ones who would not believe in the stability of the new kind of craft croaked "I told you so," when the Western Reserve broke her back in a storm on Lake Superior when upbound light a few years later and only the wheelsman and a dog were saved.

Shortly after the Western Reserve made her appearance here, the first steamer Tuxis arrived. She was constructed along the lines of whaleback style and still plies the lakes. Following swiftly upon the heels of the iron steamers the steel boats made their appearance and gradually increased in size and efficiency in the grain carrying trade until the great vessels of the present day were reached. These monsters carry almost half a million bushels of wheat, some of them. The W. Grant Morden, owned by the Canada Steamship Lines, Limited, and built a couple of years ago by the Western Drydocks and Shipbuilding Company at the head of the lakes, holds the record for monster cargoes. She carried 47[illegible] bushels in wheat from Fort William to Tiffin in one trip.

The history of the early days of the twin ports of Fort William and Port Arthur from the time when Fort William was a Hudson's Bay post and Port Arthur was known as Prince

Arthur's Landing in honor of Prince Arthur of Connaught—the name was given to the place when the troops landed there on their way to quell the Northwest rebellion—would fill several volumes. This article is only meant to preserve in print data in connection with early shipping in Fort William.

THE PIONEER GRAIN TRIMMERS OF THUNDER BAY.

First Grain Trimmers

The honor of trimming the first grain from the Fort William elevator into a steamer went to seven men: Richard Hodet, Robt. Stein, Herman Kettle, John McAvay Sr., Tom Seeley, Jack McInnes and James Davidson. Of the seven, only three, Robt. Stein, McAvay and Davidson are living and they still call Fort William their home. Robert Stein is one of the best authorities on the early history of the Fort. John McAvay, Sr. is one of the mainstays of the grain trimming association. McAvay came to Fort William from Toronto to take charge of grain loading operations here and he had charge of the men who loaded the first steamer in 1883 at King's elevator in Port Arthur.

CANADA LEADS THE WORLD IN USE OF DRYING PLANTS

The belief that it might be necessary for the Canadian grain growers to secure free access to the American market for their tough and damp wheat, owing to lack of facilities for drying this class of grain in Canada can be shown to be absolutely foundationless. No country is so well equipped as the Dominion for this work and the drying capacity of the Canadian drying plants, whose facilities are unrivalled in the world, has never been worked up within fifty per cent. of its capacity.

The following figures with regard to the Canadian drying plants, supplied by the offices of the Dominion grain commission, as compared with the similar equipment of the American ports of Duluth-Superior, Buffalo and of Minneapolis should set at rest all doubts on this question.

	Bushels 24 hrs.
Drying capacity of terminal and hospital elevators at Canadian terminals	305,000
Minneapolis, four houses with total drying capacity of	35,000
Duluth-Superior, six houses with total drying capacity of	110,000
Buffalo one house with total drying capacity of	12,000

Comparing the combined capacity of the three American terminals with that of the Canadian we find that the Canadian is approximately double that of the American.

	Bushels
Total Canadian drying capacity (24 hours)	305,000
Total American drying capacity (24 hours)	157,000
Excess of Can. drying capacity	148,000

The western Canadian plants included in this estimate, all of which are within access from the wheat fields of the west, comprise the following elevators, the drying capacity of each being based upon their ability to treat "tough" grain per day of 24 hours:

Fort Arthur Elevator Co.	15,000
Grand Trunk Pacific Grain Co.	24,000
Thunder Bay Elevator Co.	15,000
Fort William Terminal Elevator Co.	15,000
D. Horn and Co.	50,000
Davidson and Smith	30,000
Black and Muirhead	6,000
Merchant's Grain Co.	6,000
Paterson and Co. (2 elevators)	24,000
Govt. Elevator, Port Arthur	32,000
Govt. Elevator, Moose Jaw	24,000
Govt. Elevator, Saskatoon	24,000
Govt. Elevator, Calgary	24,000
C. P. R. Elevator, Transcona	30,000
Total for 24 hours	302,000

THE HOSPITAL ELEVATOR CAPACITY IN THE FALL OF 1914 IN THUNDER BAY

HOSPITAL ELEVATOR FIGURES FOR PRESENT CROP SEASON

The value of the hospital elevator expansion at the Canadian lake terminals may be judged from the amount

... grain treated by them, including all processes of cleaning, separating and drying during the season's crop season. As they are not storage plants, the shipments are approximately the same as the receipts.

Grain received by the hospital elevators at Fort William and Port Arthur from the [illegible] of September to the 15th of November 1915 from official government data.

Hospitals

	Bushels
Black and Muirhead Limited	590 425
Bole Grain Co.	32 962
Davidson and Smith	2,172 732
[illegible] Elevator Co.	723,[illegible]
Grain Growers Elevator [illegible]	368,[illegible]
Merchant's Grain Co.	278,472
Muirhead Elevator Co.	367,400
National Elevator Co.	361,075
N. M. Paterson & Co., Ltd.	4,616,304
Superior Elevator Co. Ltd.	404,183
Western Elevator Co.	98,342
Total	8,336,341

RE STORAGE CAPACITY OF GRAINS IN FORT WILLIAM AND PORT ARTHUR IN FALL OF 1915.

Some Figures

The present total capacity for grain storage at the Canadian head of the lakes in elevators alone, and exclusive of storage in bottoms, is 48,7[illegible],000 bushels.

That is to say, that were not a bushel to move out, the grain elevators alone might hold a little under [illegible] of Canada's total wheat crop this year, exclusive of what could be stored in Western elevators, cars and lake bottoms in port.

The following comparison of the elevator storage capacity of grains in the Twin Cities, with the acreage under crop in the three western provinces at the five year periods, shows as follows:

Year	Acres	Bushels
1900	3,804,000	6,576,000
1905	6,000,000	15,[illegible]
1910	14,624,000	[illegible] 740,000
1915	7,396,000	43,146,000

It will be seen that "the growth of elevator capacity during the last [illegible] years has been such as to give it a proportionate lead that will never be caught up.

Looking Backward

By M. V. [illegible]

RECOLLECTIONS OF AN OLD TIMER

Long before the C. P. R. boats or the Pullman car were thought of, I crossed part of Lake Superior in a birch bark canoe, with my father, mother and three little sisters, my father then being in the service of the Hudson's Bay company, and at that time promoted to Fort William from Brunswick House, on the Missinaibie river, where we had been for six years. I have been asked to tell something of the early days of the Fort and will endeavor to jot down a few incidents that I do remember.

I must have been an unobservant little girl or I would be able to recall many items of interest on that trip that would make my narrative more readable. One thing I could not forget was the loss of my father's gun, in a rapid on the Michipicoten river. This was a real calamity, as we depended largely on it for food.

On our arrival at Michipicoten we picked up a passenger, the Rev. Father Kohler, who for some years was the Superior of the Jesuit Missions on the Upper Lakes, and who was drowned in the early sixties in the wreck of the steamer Cobourg on Lake Huron. Before reaching our destination we were wind bound on Hare Island near Thunder Cape for three days, where we ran out of provisions. However, the last day one of our men caught a large trout which, I am sure, was [illegible] cooked and to help out the meal my mother made a pancake from the scrapings of the flour bag. That evening when the wind fell we paddled to the Fort, arriving there at 3 o'clock in the morning. The whole of this long trip of fourteen days was made by canoe.

Fort William as we found it was indeed a fort, having palisades, bastions, loopholes, [illegible] and cannon; and I think I am right when I say there is not a stick or a stone left to mark the site of this once important fort, in the thriving city which bears its name today.

In 1850, the year of our arrival, the only white men in the district were the H. B. officers, some of the company's employees, who were Orkneymen or Norwegians, and the priests at the Mission.

The chief item of interest for years was the arrival of the H. B. governor, then Sir George Simpson, who made his trip of inspection once a year by canoe from Montreal to Fort Garry, calling at Fort William en route; and also the coming of the company's schooner "Isabel" with supplies for the post, and her sailing again with a cargo of furs and fish. She was obliged to anchor in the bay opposite the mouth of the river and land her freight in large batteaux which were kept for that purpose.

With the exception of the mail which was brought by the "Isabel," the only other communication with the outside world was by an overland packet arriving in March, bringing joy or sorrow to the members of our little community.

Our lives ran on very smoothly until one day we were surprised by the arrival of the steamer [illegible], having on board a party to survey the route of Dawson road to Fort Garry.

In 1858 the steamer Rescue arrived carrying a mail intended for Fort Garry. She also brought our first settlers, the McVicars, Mr. McVicar and family having lately come from Great Slave Lake, a H. B. post, a few years before. He was [illegible] agent and first postmaster at Fort William. The next settlers were the McKellars, and with their advent came the discovery of silver mines.

Up to this time we led a very simple life, having no companions outside of the family. We were not allowed to play with the Indian children, but still we managed to pick up their language, which often proved very useful to us. At last a separation in our family of eight occurred, the going off to schools in [illegible] by year [illegible] to New York, some

in Toronto and others in [illegible].

Later in the sixties came the opening of the Thunder Bay silver mine at Current River and the Silver Islet mine.

In 1870 came the Red River expedition under Sir Garnet Wolseley (Lady Wolseley accompanying him) he being encamped for six weeks, the moving of troops, the transport of supplies, with all its bustle and excitement, making a great change in the life at the Fort.

In 1872 Lord and Lady Milton and party arrived and took up their residence at Pointe de Meuron and it was here that [illegible] the present Earl of Fitzwilliam was born.

The first white girl married in the district was one of my sisters, in one of the old Hudson's Bay stores fitted up and decorated for the occasion. The ceremony was performed by the Rt. Rev. Bishop McCrae, of Rupert's Land who was on his way to Fort Garry. The last day of the year 1872 the government engineers arrived to survey a line from Thunder Bay for the Canadian Pacific railway.

Up to this time any religious services were very limited depending on passing clergymen and students for a service now and then. From this on the country began to settle much more rapidly.

Comparing our life in those days with the present, it makes me think we were as happy and often more comfortable. My father and mother were both very thrifty and made the most of everything. There was a good farm stocked with 12 cows, sheep, and we had fowl, a large garden with all kinds of vegetables and small fruit, and we had whitefish and trout from the bay every day. The Hudson's Bay company furnished us with men-servants, the cookery, the cleaning, as well as the sewing and mending of our moccasins was all done by squaws. I well remember the tedious work it was to supply the house with water. The men had to carry it from the river with yoke and buckets, and also, besides the bags of soap, the dipping of tallow candles, which were not always plentiful and which often made it necessary to retire early.

I may add that my father who was so many years in charge of Fort William had, previous to his going to Brunswick House, made a trip around the world with Sir George Simpson, a great undertaking in those days, leaving Glasgow by sailing vessel for Boston, then to Montreal, by stage from Montreal to the Pacific ocean by canoe and horseback, then to Sandwich Islands by the H. B. Co. steamer Beaver where they [illegible], the company then had an important post at that point. In the spring back to New Caledonia [illegible] to Alaska [illegible], and across to Kamschatka, then by horseback over Siberia and Russia to Scotland.

My father was one of the founders of the future greatness of Fort William and took part in many a hard-fought battle in its behalf—when the Lake Superior port of the C. P. R. was much an open question.

The changes in Fort William from the dog train to the C. P. R. Imperial Limited, and from the H. B. Co. stores to the great grain elevators has indeed been marvellous, but I still look back with many a pleasant recollection on the old days.

M. V. MOBERLY

Legendary Lore of Lake Superior

By GAY PAGE

The Indians found on the shore of Lake Superior by the daring traders, Radisson and Groseilliers, about 1660 did not appear to have any visible objects of worship except small wooden figures, rudely carved, or merely the tops of a few willow bushes tied together as the representative of a capricious being called Kepoochikann. Their most common petition to this being was for plenty of food, and as they did not trust to his favor nor believe that he cared for his creatures, their endeavors were more in the way of propitiation than worship. They boasted of wonderful tales of his power and in designating the place where the metal was to be found that formed the solid copper knife which had been given to Cartier by one of the Indians whom he had taken captive, they referred to it as the "Unknown Land." This land, [illegible] demi-god sometimes referred to as Kitche-Manito, the Great Spirit, or the Master of Life, dealing with Kepoochikann. The legend tells of a deluge caused by an overflow of the lake to drown this capricious being, with whom they had quarreled. He craftily constructed a great raft, or floating island, which was rich with copper, and this island he named "Minong," or "The Safe Place," on which he embarked with his family and all kinds of birds and beasts, and after the flood had abated he ordered several waterfowl supposed to be the sea gulls, who make their home near Isle Royale, to dive to the bottom. They were all drowned. Afterwards a muskrat dispatched on the same errand returned with a mouthful of mud, out of which Kepoochikann, imitating the mode in which the muskrats construct their houses, formed a new earth, which the rays of the sun at length hardened into dry land. The giant made his home on the island, and the Indians, who found their way to the new earth he had made opposite his lair, held him in awe and tried to avert his wrath. But another giant, more powerful still, named Weesackacach, became lord over the Indians who took possession of the new-made land and from the cliffs of Mount McKay, this rival hurled a great boulder across the water at his foe. This boulder became wedged below one of the cliffs of "Minong," the name for Isle Royale, which, as has been said, means "Floating Island." This boulder, unlike all other rock formation on the island, has been to this day the wonder of white men, as it is entirely foreign to the other rock formation of Isle Royale and its presence there is a mystery. The giant stone-thrower at length overcame his rival, Kepoochikann, and, on account of his [illegible] by the Indians who were glad to escape from the fear of the evil spirit. This [illegible] god [illegible] the treasures of "Minong," or Isle Royale, after he had conquered Kepoochikann and was renamed Nanibijou. In order to protect his treasure he set up naked rocks in the channel to warn all adventurers and, to this day, as the Forest City knows, the ship that ventures through the channel may feel the fury of the god that still guards the islands and headlands on which he made his home. And even now the strange and awe-inspiring mirage which is often seen as boats approach the cliffs is in the eyes of the superstitious Indians the spirits of the two giants Nanibijou and Kepoochikann fighting in the air. This phenomenon was seen with wonderful clearness by the passengers on board the Forest City on the way to Isle Royale, on July [illegible] 1936.

HUDSON BAY MEMORIAL

The obverse and reverse sides of the historical tablet unveiled yesterday by Sir George E. Foster at the dead-end of McTavish street opposite the old site of the Hudson Bay fort. Its purpose is to keep alive the memory of generations to come those brave men who laid the foundations of our present western Canada.

THUNDER BAY HISTORICAL SOCIETY

Unveiling of Tablet

RE-PRINTED FROM THE TIMES-JOURNAL OF FRIDAY, OCTOBER [illegible]

Mr. Peter McKellar, president of the Historical Society, whose dream was accomplished yesterday in the unveiling of the Hudson Bay memorial tablet by Sir George E. Foster, was justly a proud man Thursday, and he and the society which he represents deserve the thanks of the community for their untiring and unselfish efforts to leave something to posterity to remind them of the white man's earliest struggle to conquer the fastnesses of the Great North.

Yesterday afternoon an event of more than usual interest took place at the corner of McTavish and McIntyre streets, when the Right Honorable Sir George E. Foster, P.C., M.P., K.C.M.G., minister of trade and commerce, who spent yesterday in the city on the occasion of the visit of the Dominions Royal Commission, unveiled the memorial tablet erected by the Thunder Bay Historical Society on the site of the old Hudson's Bay post [illegible] hallowed by the memories of Canada's early days. There is probably no another [illegible] historic monument in Canada [illegible] indicating, as it does, the actual site of the old council chamber where in 1821 the Northwest Trading company and the Hudson's Bay company amalgamated.

Idea of Peter McKellar

The idea of such a monument, erected as a permanent memorial and unveiled yesterday, originated in the mind of Peter McKellar, president of the society, and after three years of patient work the fine granite obelisk is today standing. Built of Aberdeen granite it is inscribed with two thousand letters descriptive of the great west fur trading companies. The cost has been borne by voluntary subscriptions which are in the neighborhood of $1,000.

The Platform Party

The time of unveiling was scheduled for 1:45 but owing to the party not returning from the trip around the harbors until quite late it was nearly two thirty before Sir George Foster appeared on the scene, driven to the special platform in Mayor Murphy's car. Standing upon the platform, which was tastily draped with flags, were, in addition to Sir George, Mayor Murphy, Peter McKellar, Don McKellar, Rev. J. [illegible], F. G. Wiley, John King, N. M. W. J. McKenzie, J. [illegible] McKenzie (the last two representing the Hudson's Bay company) and others. Mayor Murphy briefly introduced Peter McKellar, president of the Thunder Bay Historical Society, who spoke as follows:

The President's Speech

"This occasion is one of the happy events of my life and I feel that the members of the Thunder Bay Historical Society are to be congratulated [illegible] the [illegible] work of our society has been successfully completed. The polished granite with the two thousand letters of historical records engraved thereon will remain for countless ages and reflect credit on the people of Thunder Bay. I noticed in Egypt some polished granite which must had been in place from four to five thousand years and they are still fresh. In regard to the object for which the tablet stands, the great work of the early fur traders of Canada, I need not [illegible] further. There are gentlemen present today who can appreciate its [illegible] and importance to the present and future generations better than I can give it here.

Some History

Our society was formed eight years ago. Soon afterwards our attention was directed to the site occupied by the early fur traders, for nearly two hundred and fifty years, on the banks of the Kaministiquia river in Thunder Bay. At first, to mark the locality, a rude monument of a [illegible] was contemplated, but as our searches into history ex-

tenish our appreciation of the matter in hand increased until finally it resulted in the erection of this beautiful tablet. The Right Honorable Sir George E. Foster, K.C.M.G., minister of trade and commerce, has kindly accepted our invitation to unveil this tablet, and in so doing he is conferring a great honor on the Thunder Bay Historical Society. As the names of the royal council members who have favored us with their presence is limited I will call upon Sir George Foster to proceed with the ceremony of unveiling the tablet.

Sir George Foster

Sir George Foster, who was received with hearty applause, said with laughter that he did not know what was expected but of he took it he was going to take the bull by the horns and unveil the monument at once. This the minister did, amidst loud cheers. Continuing, Sir George said that the tablet stood as a credit to the progress of the pioneers of the west and to those who had made the erection of the memorial possible. The thanks of the community and of the country at large were due to those persons who were erecting such memorials not only in the frontier towns but also in other parts of the country. They were not unmindful of the pioneers of the arctic lands of the past. Altogether in the vast and rushing age of the present they were too prone to forget that they had a past, and the putting in place of tablets such as the present tablet before them served to remind them that Canada has indeed had a past.

Owe Great Debt

They ought to remember the debt they owed to the men and women of the past. Nearly three centuries ago the adventurous men who by the gracious gift of the sovereign of Great Britain took that heritage in possession of the great west country and who took for their profit what could be made out of the furry animals which up to that time had shared with the Indian the great stretches of territory constituting that vast Dominion, had the pluck to follow up the great natural highways and waterways of Canada and to open up year by year many acres of territory.

Thanks to the Pioneers

Had it not been those men and their adventurous spirit, their tireless courage and endurance, the gateways of the country would either not have been opened up, or at any rate would not have been opened up until much later. "We honor these men," said Sir George, "by erecting tablets to their memory, by transmitting the story of their adventure and progress and by making of the courage and endurance which they exhibited and which contributed to the building up of the greatest trading company in the world."

Gateway of Commerce

"The head of the lakes is a gateway of commerce between the great and wide west stretches of the country and the great waters which plough their way towards the sea and across the ocean to the people of far distant lands who desire the products of the west. This gateway of commerce is an open door making possible exchange between the great productive fertility of the middle regions of Canada which must find a way out through this gateway."

The head of the tablet bears the words, "Memorial tablet erected by the Thunder Bay Historical Society in 19[illegible] to commemorate the locality made famous by the pioneer fur traders of the great north-west."

Hudson's Bay Officials

Representing the Hudson's Bay company were Mr. W. J. McKenzie, now retired, for over forty years in the employ of the company, and J. D. McKenzie, the district manager. N. H. Bacon, of Montreal, the fur trade commissioner, wired regretting he could not come, and asking Mr. W. J. McKenzie and J. D. McKenzie to represent the company. Land Commissioner Thompson, of Winnipeg, also wired regrets that his having to go to Edmonton precluded his presence yesterday afternoon.

The Hudson's Bay post which this tablet commemorates was removed in 1872 when the Canadian Pacific Railway was under construction.

(Times-Journal, Oct. 28, 19[illegible])

The monthly meeting of the Thunder Bay Historical Society was held

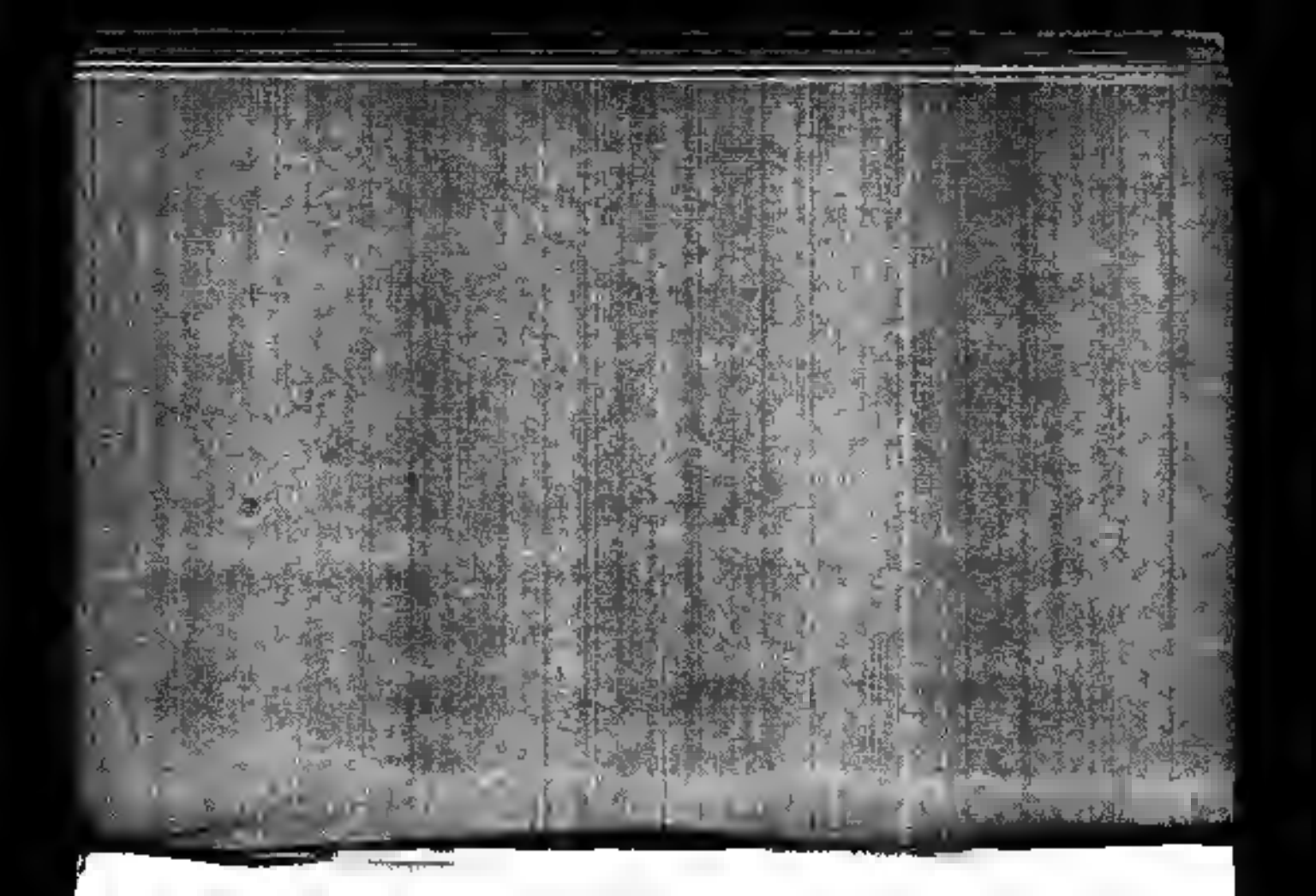
last evening in the public library. After the minutes had been read and correspondence dealt with, an interesting report which was sent to the government, dealing with last month's work was read. The report is very creditable to the society, and it will be read at the annual meeting next month. Mrs John King, convener of the tablet card committee, on the occasion of the unveiling of the Hudson's Bay tablet, reported that from the sale of picture cards of the tablet she had turned in about $25 to the treasurer, collected by her staff of little girls. A hearty vote of thanks was tendered to Mrs. John King for her good work.

Since the unveiling by Sir George Foster $52 has been donated to the society and two new members joined at last night's meeting. $50 will be paid to Mrs. Gladstone on account of the cost of the tablet.

President's Report

The following is the president's monthly report for October 1916

"I feel that the Thunder Bay Historical Society has made great progress this month. The completion of the beautiful fur traders' tablet in the midst of the worst war of all was in more than I expected. Again we have been remarkably fortunate in having the unveiling of the tablet performed by the Right Honorable Sir George E. Foster, minister of trade and commerce. He could appreciate the import of the work to future generations, as we might say that the fur trade was the beginning of trade and commerce in Canada, and the writing on the tablet is an historical synopsis, practically reaching from the beginning of Canadian traders up to the great trade expansion by rail and water of the present. As Mrs. J. E. Simpson, secretary of the historic landmarks has said, Sir George Foster is regarded as the historian of the cabinet. Therefore, as he is the minister of trade and commerce and the historian of the cabinet, no other person could bring more honor to the unveiling than Sir George E. Foster.



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& REPORTS

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TORONTO
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The Thunder Bay Historical Society

Seventh Annual Report

PAPERS OF 1916

The Thunder Bay Historical Society

SEVENTH ANNUAL REPORT

Papers of 1916

The Thunder Bay Historical Society

Officers

Honorary President	Sir Geo. E. Foster
President	Mr. P. McKellar
1st Vice President	Mr. A. L. Russell
Secretary Treasurer	Miss M. J. L. Black

Executive Committee

Mrs Dobie	Dr. Oliver
Mrs. Jno. King	Mr. F. C. Perry

Auditors

Mrs. Geo. A. Graham	Mrs. F. C. Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR PETER McKELLAR

Fort William Nov 28 1918.

To the Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

This is the third annual meeting since the terrible slaughter of human beings commenced in the World War and the end seems not yet in sight. Let us pray and trust that at the next Annual Meeting we will see a general international peace reign throughout the world.

In the first part of the year our activities was directed to the Landmarks of our District, by President Pemberton Smith of the Historic Landmarks Association of Canada. He wrote us for a report on the Landmarks of Thunder Bay so as to give them place in the first published series of the Directory which is now being prepared for publication. Mr A. L. Russell, D. L. S. and myself were appointed a committee to attend to the matter.

The paper re Landmarks appearing in this Annual is a copy of a report sent to Mrs. J. H. Simpson Secretary of the H. L. Association. We expect to see only the H. B. Co. site in the first publication of the Directory but we expect, later on that some of them will be marked with tablets etc and that others will receive a place in the historical annals of the country.

You will remember when the war broke out in 1914, we had executed a contract with Mr D. Gladstone for the building of a memorial tablet in Fort William to commemorate the fur-traders of the past.

The European was completely upset our calculations and the manufacturers in Scotland, who had charge of the work shipped the polished block of granite (unlettered) to Fort William, with the statement that on account of the war they would not be responsible for its safety there any longer. Then Mr Gladstone had to undertake the engraving himself. He had the one side beautifully done and the other side partly done when his health completely broke down and, sad to relate his death soon followed. The responsibility devolved upon Mrs. Gladstone who engaged an engraver to finish the work. Through some error a few important paragraphs near the beginning of the history on the H. B. Company's side, were left out. Later on they have been added so as the polished plinth below and now they make a fair showing. I would not have mentioned this matter were it not that people will notice and comment on the misplaced clauses, and assign it to faulty composition. In some ways the monument is unique and an acknowledged fine work of art.

The Society feels wishes to express their deep sympathy for Mrs. Gladstone in her sad bereavement.

After the general business of the last September meeting was finished the President informed the members that the tablet had finally been completed and was ready for unveiling and a suitable ceremony of some kind should now be considered. Mrs John King suggested asking Sir George E. Foster Chairman of the Royal Commission who was expected in the city in about twelve days, to do the honors. The idea was received with approbation. The motion was seconded by Mrs. G. A. Graham and carried unanimously. A resolution was passed appointing the president and members of the Society to interview Mayor Murphy and council with the view of securing the consent of Sir Geo. E. Foster Minister of Trade and Commerce to unveil this significant tablet. The next day Messrs. John King, Donald McKellar and myself interviewed the council and presented our case with the photos of the two sides of the tablet as well as the descriptive souvenir. The mayor immediately appreciated the importance of the matter and the exceptionally favorable opportunity presented by the coming of the Royal Commission. He sent for Mr A. Mc

Naughton the city clerk and instructed him to mail the souvenir and the copies of the tablet, with the explanatory letter from the mayor and myself. A few days later an answer was received from Sir George that he would be pleased to perform the ceremony of unveiling when in the city.

Further information re 'Unveiling' will be seen in the paper with the Times-Journal's report, appearing in this Annual.

The unveiling was a great success and Sir Geo. E. Foster's address was appropriate and deeply impressive. We have secured two fine photos of the unveiling and have got them copyrighted. We have ordered a drop-class combination cut of the views of the tablet and the unveiling so that many copies can be struck off at a small cost. By this means we expect help in publicity as well as in finances which is greatly to be desired when it is considered what an historical society stands for to the country as well as to the community.

A beautiful combination cut of tablet and unveiling can be seen and secured at J. Edgar Rutledge's book store, 512 Victoria Avenue. Fort William and at Crooks Drug store, Cumberland Street, Port Arthur.

In regard to the general transactions of the meetings of the Society during the year Miss Mary Black, Secretary-Treasurer will present them in her report better than I could.

The officers and members of the Society have my sincere thanks for their valuable help.

PETER McKELLAR, President.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William, Nov 26th 1916.

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

I have much pleasure in presenting the following report as secretary-treasurer of our Society

During the year there have been five regular meetings the dates speakers and subjects being as follows —

Feb. 25th 1916—A reading from the Toronto Globe, 1870 describing the turning of the first sod for the C P R

March 31st —Mr Peter McKellar "Shipping Trade of Fort William."

May 4th —Mrs Moberly "Early Times in Fort William"

Sept. 28th —Mrs J M Sherk "Legends of Isle Royale"

Nov 28th —Reading from Fort William Times-Journal describing unveiling of Tablet by Sir George Foster

These papers have all been most interesting and their permanent preservation will be decidedly worth while

The meetings have always been very enjoyable the social side being by no means the least attractive part.

The outstanding event of the year of course, was the unveiling of the Tablet, an historic incident of great interest and one to which the President will make further reference

The correspondence has been very light and has usually simply been requests for our publications.

We have a paid up membership of 14 We have also received several generous donations from friends who are not members

The following financial statement, I think, you will find interesting As you will notice it covers the year October to October instead of November to November This is due to the wishes of the Department of Education as they wanted uniformity in the financial years of the various Historical Societies

RECEIPTS

Sept 30th—Bal to bank	$ 6 50
Nov 10th—Government grant	100 00
Nov 25th—Donations towards tablet—	
Mr N M W J McKenzie	10 00
Mr J D McKenzie	10.00
Nov 25th—Membership fee (A. McNaughton)	1 00
Nov 25th—Donation to tablet	1 00
1916	
Feb 25th—Membership fee 1914 1915 (Mrs Lee	1.00
March 28th—Membership fee 1915-1916 (Mrs Lee Mr and Mrs John King Dr and Mrs Oliver Major and Mrs Hamilton Mr and Mrs McKellar Miss Grant, Mr D McKellar and Miss M J L Black	10 00
May 17th—Donation towards tablet (Major Voding)	25.00
Sept. 30th — Membership fee (Mrs L L Peltier)	1 00
	$163.50

EXPENDITURES

1916	
March 6th—Times-Journal (Annuals)	$ 59.75
April 19th—Postage and Telegram to Inspector	1 00
April 18th—Historic Landmark Association (affiliation fee)	5 00
A Stewart (Envelopes)	1 60
Sept 30th—Bal in bank	60 55
	$167 90

Audited and found to be correct.

M ROSS GRAHAM

K McK PERRY

For your further information I give in addition the financial statement to date

RECEIPTS

1914.

Sept. 30th—Bal. in bank	$ 65 56
Oct 15th—Donation from D McKellar for copyright	5.00
Oct. 15th—Donation towards tablet, Capt. McConnell	5.65
Oct. 27th—Sale of pictures (Mrs King)	22.87
Oct 27th—Membership fees	2.00
Nov 2nd—Government grant	150.00
Nov 25th—Donation to tablet (H Sellers)	5 00
Nov 25th—Membership fees	5 00
Nov 24th—Sale of pictures (Miss Dobie)	1.79
	$213.17

EXPENDITURES

Oct. 15th—Copyright	$ 1.00
Oct 31st—Mrs Gladstone (tablet)	50 00
Nov 2nd—Printing and cuts	8.80
Nov 25th—Bal in bank	152.37
	$213.17

All of which is respectfully submitted

M J L BLACK
Secretary-Treasurer

The Historic Land Marks in Thunder Bay

MR PETER McKELLAR

1 SITE

HUDSON'S BAY COMPANY POST

This is situate on the Kaministiquia River in Fort William in the District of Thunder Bay and is being commemorated by the erection of a Fifteen Hundred Dollar Granite Tablet on the site occupied by the Fur Traders for over two hundred years

(See the "Souvenir" and Plans)

2. SITE

THE PEEPING SQUAW of Thunder Bay

The Peeping Squaw is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain at an elevation of about three hundred feet from the base. In crossing Thunder Bay (out or in) for a distance of about sixteen miles the Peeping Squaw is visible from the middle portion of the Bay At first the protrusion appears or "peeps" out, and continues to open out as you proceed like the lower beak of a bird and it is quite conspicuous, and then it gradually closes until it disappears. In the canoe days, it would be in view for a couple of hours It is interesting to tourists as the passenger boats travel this route

3. SITE

TURNING ON OF KAKABEKA FALLS ELECTRIC POWER

This took place in the Power House on Lot 4 South Mary Street, in the Town Plot of Fort William on October 3rd, 1906 President Cockshutt of the Canadian Manufacturers Association pressed the button. Many were present.

4. SITE

THE TURNING OF THE FIRST SOD OF THE CANADIAN PACIFIC RAILWAY

This took place on the North bank of the Kaministiquia River about three and one-half miles from its mouth in Fort William West, on the First day of June, 1875. Judge D D Van Norman presided and Mr Adam Oliver M P P cut the first sod and wheeled it away Speeches were made by Messrs. Van Norman, Oliver and T A P Towers. There were present at this event over five hundred ladies and gentlemen

5 SITE

C P R. ELEVATOR "A" (the first Grain Elevator in Fort William)

Elevator A was built of wood in Fort William in the year 1884 on the North bank of the Kaministiquia River one and one-quarter miles from its mouth Capacity one million bushels

6. SITE

TURNING THE FIRST SOD OF THE GREAT ELEVATOR OF THE GRAND TRUNK PACIFIC RAILWAY

This occurred about half a mile South of the Mission River near its mouth in Fort William on the 28rd of November 1903.

Mayor James Murphy presided and turned the first sod Speeches were made by George A Graham, Peter McKellar and Mayor Murphy Engineer Fairchild represented the Company and in his address he pointed out the corner pickets of the great elevator and stated that three million cubic yards of earth would have to be removed to allow the boats to come up to the elevator There were present five hundred ladies and gentlemen present.

7 SITE

THE FIRST CEMETERY IN THUNDER BAY

A plot of a couple of acres of ground fenced in on the North bank of the Kaministiquia River at the first bend to the West, one and one-half miles from the mouth of the River The bodies were removed to the Mountain View cemetery in 1884-5 on lot 13, Neebing Township about seven miles from the mouth of the Kaministiquia River The plant of the Gordon Ironside & Fares Company now stands on the old cemetery grounds.

8. SITE

"THE SLEEPING GIANT" OF THUNDER CAPE

An Indian Deity around which hangs many Indian tales of thunder and lightning

This consists of the trap rock on Thunder Cape forming a crown and lying out on the Animikie beds at an elevation of about 1300 feet. It resembles the outlines of a Giant lying on his back length from head to feet about four miles the miles being practically perpendicular from the surface of the water to the crown It is an imposing figure and quite conspicuous from the Twin Cities being visible sixteen to twenty miles away

9. SITE

THE "SEA LION" OF SILVER ISLET

The Sea Lion Rock looks like a great lion extending out from the shore into the water as will be seen by the accompanying photo. It is about a half a mile from the Silver Islet Village and is the result of the erosion of a trap dyke

10. SITE

POINT DE MEURON, Kaministiquia River Thunder Bay

Point De Meuron lies at the foot of the rapids at the head of the boat navigation, about ten miles up the Kaministiquia River It was used as the landing of a long portage in canoe days and occupied for a season in 1816-17 by the famous Lord Selkirk De Meuron Soldiers on their way to revenge the Red River massacre

Afterwards it was purchased by the Hudson's Bay Company Officer John McIntyre, who developed it for a farm and summer resort.

In 1872 the late Lord and Lady Milton resided at Point De Meuron for a good part of the summer where the present Lord Milton was born

11 SITE (not yet located)

MOUNT GARNET in Thunder Bay

Mount Garnet is situate about half a mile West and about twenty five miles up the Current River It is a wonderful freak of nature and was discovered by Peter McKellar in mid-winter in the year 1868 The Mount looks a smoothly ground, round pillar of garnet ferous granite. The length or height was estimated, roughly speaking at 40 to 50 feet

No doubt it was formed by the force of moving waters like pot holes are formed. Probably it occupied a position in the centre of a whirlpool.

Fortunately the other day while searching through old papers I discovered the sketch plan I made at Current River in 1868 on the occasion of discovering Mount Garnet On that sketch I marked Mount Garnet. Mr Russell has made an instrumental survey of Current River and we can locate Mount Garnet from the above sketch. The mount received its name from the numerous small garnets in the rock of which it is formed

12. SITE

THE POT HOLES, Thunder Bay District

The Pot Holes are situate about half a mile North of the Little Pic River Mine, near Middleton Station, on the line of the Canadian Pacific railway on Location 541 X or near it.

The pot holes run to the number of fifty or thereabouts exposed and are mostly round and smooth 2, 4, 6 12 up to 30 feet or more in diameter These holes occur on the East side of a steep mountain and show on the different ledges from the bottom up to a few feet of the summit. The pot holes were discovered by Mr Donald McKellar in 1875.

Description of the "Twin Holes" — The Twin Pot Holes are situate near the edge of a cliff of rock. The two holes are round and smooth and 6 to 7 feet each in diameter. They join at a depth of 10 to 12 feet and within a yard or so of the earthy bottom, allowing free passage of the materials from one to the other. About the point where the two join, the one on the south side has broken an opening two to three feet through the face of the steep cliff, leaving the holes empty to the top. I descended to the bottom and forced a sharpened pole down into the soft, peaty bottom several feet without reaching solid rock.

None of the holes have been cleaned out to find out how deep they are. At the foot of the mountain is a little lake of unknown depth the supposed main pool into which the great stream poured.

(See the accompanying paper by Peter McKellar F. G. S.—) (From Bull. Geol. Soc. A., Vol. I)

12. SITES

THE TURNING OF THE FIRST SOD ON THE GRAND TRUNK PACIFIC RAILWAY

This ceremony took place in Fort William West at the crossing of the Canadian Pacific Railway with the Grand Trunk Pacific Railway four miles from the mouth of the Kaministiquia River on September 11th 1905.

Mayor E. S. Rutledge was chairman and Premier Wilfred Laurier — now Sir Wilfred — turned the sod and delivered the oration. Short addresses were also made by the Mayor and Mr. G. A. Graham.

A grand stand was erected for the occasion and a great gathering of people were present.

Mr. A. L. Russell D. L. S., a member of the committee, is compiling a further list of sites.

PETER McKELLAR

The First Sod of the Canadian Pacific Railway Turned

RE-PRINTED FROM THE TORONTO GLOBE OF JUNE 6, 1875

Tuesday the 1st of June, 1875 will be the day long remembered in the annals of the district of Thunder Bay as well as throughout the whole of the Dominion of Canada as the day upon which the first sod was cut upon the Canadian Pacific Railway. For some time past, we have had large arrivals daily of men and materials for the work and the contractors have already erected several large storehouses, stables, offices and other receptacles for provender and railway plant on the Government Reserve, Prince Arthurs Landing.

The wharf on the Kaministiquia River being in a forward state through the energy displayed by Mr Walter Oliver the Government superintendent who having completed the winter wharf improvements at Prince Arthur's Landing has been lately engaged in pushing forward the river wharfage and we understand that Mr Oliver is about to still further enlarge the wharfage accommodation here in order to enable the different steamers to discharge their cargoes as they arrive and save the consignees from demurrage charges which they have lately been obliged to pay. The contractors Messrs Henry Sefton, Thomas Cochrane, I Ward & Co., invited their friends at Prince Arthur's Landing to join those of Port William in inaugurating this important undertaking and punctually at two o'clock yesterday the steamers Jessie Oliver and Watchman loaded with the beauty and fashion of the neighborhood left Prince Arthur's Landing for the scene of the operations of the day which took place on the left bank of the Kaministiquia River about four miles from its mouth where were assembled upwards of two hundred ladies and gentlemen to witness the event. Among those present we observed the following, viz: Judge Van Norman and Ladies, Mr and Mrs. John McIntyre, Mr Thos. Meeks and Miss Meeks, Miss Wyllie, Miss Buchanan, Mr Jas. and the Misses McKellar, Mr and Mrs D. M. Blackwood, Miss Frazer, Mr Robt. and Miss Morrison, Mr Geo. and Miss McVicar, Mr and Mrs J. G. Tulloh, Mr and Mrs T. A. P. Towers, Sr. and Jr., Mr Samuel Hazelwood, chief of the Prince Arthur's section of the Canadian Pacific Railway survey and a large staff of surveyors, Mr R. Maitland, Drs. McDonnell, Clark and Cook, Messrs. L. de Cosle, J. Kerr, J. McLennan, Henry Sefton, Thomas Cochran & Co. contractors, J. Girdlestone, Stuart, R. Wallace, Heath, Wm. F. Davidson, Messrs. Street, Noah K. Street, C. J. Brent, manager Royal Canadian Bank, Adam Oliver, M.P., Alexander Stevenson, Jas. Flanagan, Geo. S. Oliver, Peter Donald and Archibald McKellar, W. C. Dobie, Angus Balbarnie, chief surveyor Canadian Pacific Railway survey and staff, Rev. Messrs. McKerracher and Duncan, Messrs. J. Preston, J. Sproule, J. Hebert, Jas. Baine, J. Parke, W. C. Dick, J. Tupper, G. Holland, C. C. Fornari, P. L. S., A. Tennyson, J. Furlong, G. E. Small, Hon. John Simpson, R. Carruthers, C. McIntyre, Miss McIntyre, Miss Bissett, Mr and Mrs Jas. Flaherty, R. B. and F. S. Harmer, J. Kane, W. H. Carpenter, W. Heath, manager Ontario Bank, J. Mengie.

After being liberally entertained by the spirited contractors, Messrs. Sefton, Cochrane, Ward & Co. they proceeded to the place selected for breaking ground on lot No. — on Water Street to the town plot of Port William, where a platform being erected Judge Van Norman was called upon to preside.

Judge D. D. Van Norman, on gaining the platform prepared for the speakers, spoke substantially as follows: Ladies and Gentlemen,—I regret extremely that on this occasion some one better qualified than myself has not been chosen to perform the part that by some misfortune has fallen to my share today. This ladies and gentlemen is an ordinary occasion. We have met here today

tus as other purpose than to inaugurate the beginning of the actual amalgamation of the Canadian Pacific Railway and while I am prone to confess my utter inability to do even a measure of justice to the occasion, I assure you as one to this crowd of persons I see before me more fully appreciates the magnitude of the occasion than myself. Why what is the astounding fact? That with a population of not quite four millions of people, Canada has through their representatives determined to span this continent with a railway so that an emigrant with his family seeking a new home in this new world but still under the old flag, may with celerity, safety and certainty examine the country from Cape Breton in Nova Scotia to Vancouver's Island in British Columbia, in the meantime passing over a space as vast as the great ocean that divides and separates the old world from the new. It has been deemed by our wise men best to begin this tremendous undertaking right here in the heart of the continent, at the head of navigation having for its objects first to utilize the 1,500 miles of splendid water navigation, and bridging as it will the space of 400 miles more to tap the Central Provinces of our Federation to draw closer the bonds of commercial friendship and alliance and also at the same time to weld into one homogeneous whole the disjointed fragments of almost alien peoples. To my mind no more marvellous exhibition of faith and pluck has ever been made by the same number of people in my time. I have seen history repeat itself on more than one occasion and I verily believe it is about to do so again in this vicinity. Just 56 years ago, as a boy I saw the great mass of the Bay Governor Clinton of New York, and the Marquis of Lafayette of France, celebrate the completion of the Erie Canal at Buffalo by mingling the waters of the Hudson River with those of Lake Erie. I also witnessed the leasing of the land of the Illinois Central Railroad. These were the efforts of a people forming a nation of over 20 millions.

Now what has been the result of these acts? I do not speak of the mere works of themselves great as they undoubtedly are. But I speak of the inauguration of a system of artificial communication for commercial purposes. The village of Buffalo at that time contained a population less than Prince Arthur's Landing does today. And what at the time was called Chicago was no larger than that little aggregation of houses that goes by the name of Fort William. The breaking of talk in the marsh point and west from there two has made these two cities at once, especially Chicago, the wonder and admiration of the whole world. I say I easily believe that history is about to repeat itself. I give you my reasons. I submit all things being equal like causes must and will produce like results. Is it not a self evident proposition? The answer is it is found in the question itself. Now what are the conditions you ask? I will try and furnish the answer. No one will assume that it was the mere erection of canals and railroads alone that made the two cities mentioned. But it was and fields that lay west of Chicago that in time became filled with an industrious population that required those railroads and canals to take their products to market and to bring them their dry goods and groceries in return. And as these lands filled up new homes further west must be sought, until the Rocky Mountains were reached, and the sum for available agricultural lands for wheat growing purposes were found to be very nearly exhausted. Out of that vast tract of land lying between the Missouri River and the Rocky Mountains are to be taken immense tracts that can only be reached a sort of half desert, producing buffalo grass in the spring but even that during the summer parched with high winds that for weeks and months permit no rains to fall and vegetation simply ceases to be. Now will any person say that we have anything within our western borders that represents a state of things analogous to that? Nothing but unbounded fertility with perennial grasses never failing showers from the Red River here at Fort Garry to the very foot of the Rocky Mountains. Aye, and more than that—well as the eastern slope of these mountains may be found an abundance of coal also large tracts of most valuable lands for agricultural purposes. Thus it will be seen that it proposes to

carry the road through one of the most fertile belts of country in the world. At any rate this route crosses no alkaline plains. It opens no inhospitable waste. It pierces no arid scorched and burned up sastrugi, but it does traverse a country of some hundred [illegible] and [illegible], always rich either in minerals or fertility and large enough to carve out a half dozen such States as Illinois and Wisconsin—their equal in acreage and more than their equal in productiveness. I speak only of the near future. I refer only to that immediate future when the productions of this fine country shall exceed its requirements, when the surplus grains will be sent forward to pay for its dry goods and groceries in order to prove my proposition. For at this point, where cargoes are changed from ship to car and from car to ship, will and must be reproduced those marvels of centralization of men and money that are in themselves the creators of cities. It was that process of concentration and redistribution that has made all the large cities that fringe the coast of these great lakes, and it certainly would be an absurd thing if the same causes at here, upon the superior of them all, should in this solitary instance fail to produce the like results. I ask you again, is it not a self-evident proposition? But, gentlemen, there are features in connection with this undertaking that time does not permit me to more than touch upon. I will merely add that without an easy and rapid mode of transport and communication the successful federation of these Provinces is possible but without it one bond of union (the Confederation Act) is a rope of sand. Our own great breadth of territory instead of being a source of strength would be a source of fatal weakness. We should fall to pieces of our own weight—in which event by action of the laws of gravitation we would possibly fall into the arms of our neighbors. I need not enlarge here. But with this beginning an accomplished fact we take a new departure in our national existence, the future of which so far as human vision can pierce, is bright with promise and radiant with hope. At this point I leave the subject to others. I thank you for having listened so attentively and patiently and will now call upon Mr. Adam Oliver, the member of the local Legislature for the county of Oxford.

Mr. Oliver came forward amid applause. He said: We have today met to perform perhaps one of the most interesting acts that has ever taken place in the Dominion of Canada. We have often witnessed the breaking of ground for railways when many of them were for mere speculative or political objects, or perhaps to buy up the decaying reputation of some railway company. This today is no idle speculative demonstration. Men, you have living evidence that business is meant; allow me to refer for your observation, to yonder pile of 500 wheelbarrows, a little further on you can see 1,500 shovels ready for use [illegible], looking still farther up the line you can see hundreds of men grubbing and clearing the way, while the magnificent wharf along the side of the river is rapidly approaching completion. The place upon which you are now standing is destined at no distant day to form one of the most important cities of our great Dominion. In a few years you will see this magnificent river and bay dotted over with the flags of all nations floating at mastheads, sailed hither to convey the products of the west in ships to all parts of the world. (Cheers.) He (Mr. Oliver) regretted that the agricultural capabilities of this district were not better known; here we have some of the best, most fertile valleys along these rivers to be found on the continent. True the summer season may be shorter than in some places, but it is quite long enough to produce all kinds of grain. Here the grasshopper never finds his way; the chinch bug and the potato beetle that lay waste so many farms in other parts are not known in this land. The speaker then paid a high compliment to Messrs. Sefton, Ward & Co. and stated that the Government were fortunate in awarding the contract to such men, who were known to be men of experience, integrity and worth.

Mr. Wood, M.P.P., being called upon said: At the desire of our worthy and able chairman I have been requested as one of the oldest settlers in the district of Algoma, to address you on this general national

event, that is, of turning the first sod of the Canada Pacific Railway. It is an event of which few I think, really appreciate the great importance. It is the commencement of the real consolidation of one of the largest colonies that pertain to the British Empire. By its means we are going to connect the widespread portions of our Empire and open to the overcrowded population not only of our parent England but to the whole continent of Europe an extent of agricultural and mineral land unequalled on the continent of America. Heretofore the Northwest has been only understood as the hunting ground of the Indian producing through the enterprise of the Hudson Bay Company the skins of the wild animals which roam over its vast prairies and forests. Gradually from the observation of enterprising men, travelling either on pleasure or the pursuit of knowledge it was found that this great territory instead of being a mere wilderness was one of the best grain producing regions of the world. Thus, the project of the Canadian Government in building this railroad which we see now commenced not only will, I hope, be financially a success but will open out a new field for the enrichment of our emigrants and the whole Dominion of Canada. The country through which the railway will pass is peculiarly suited for European emigration. Nothing is required of the settler but to plough up his land and reap the harvest, the chopping of the native forest, simply the turning of the sod. As an old settler in this district coming when only one steamer plied on both waters of Lake Superior and Lake Huron it is with pride that I am present on this occasion. Since coming to Canada my attention has been drawn to the cause of the success of Chicago and as far as I believe it has been on account of its being the nearest water communication to the seaboard for the grain producing territories of the Western States. Such is our position today, we have the natural water outlet of the great fertile belt of the Northwest. The thanks of every one here and in Canada are due to our Government for the selection which has been made of Thunder Bay as the first link of the Canada Pacific Railway, they having commenced it in the midst of as promising a mineral district as there is on the continent, passing through some of the best free-grant agricultural lands on this side of the water-shed on Lake Superior. With these remarks I am sure that everyone will join with me in wishing success to this great undertaking.

Judge Van Norman having informed Mr Oliver M.P.P., that the time had now arrived for him to commence his important duty as cutter of the first sod of the great national undertaking, Mr Oliver proceeded to do so in a most workmanlike manner. A handsome spade and wheelbarrow having been provided by the contractors for the purpose. The barrow being duly filled, Mr Oliver wheeled it along the track and upset it in the most approved style when a scramble ensued among the ladies and gentlemen present as to who should possess a piece of the first sod. Great were the demands upon it to supply the requirements of those present as well as to send to friends at a distance. What was left of it was safely brought to Prince Arthur's Landing to be preserved as a memorial of the interesting event.

The spectators now returned to the steamers well pleased with the day's proceedings, expressing the hope that the energetic contractors may continue as satisfactorily as they have begun.

Shipping Trade of Fort William

EXTRACTS FROM THE FORT WILLIAM DAILY TIMES-JOURNAL OF NOV 20, 1913
RE THE GRAIN FLOUR AND SHIPPING INDUSTRIES OF THUNDER BAY
DISTRICT UP TO DATE

COMPILED BY MR. PETER MACKLAR READ BY MISS M J L. BLACK

THE PIONEER OGILVIE FLOUR MILLS OF THUNDER BAY

Mr W W Ogilvie was fully alive to what lay ahead of the twin cities and the erection of the mills now in operation at Fort William was planned by him in 1896 but his death occurring in 1900 delayed their construction and was followed by a reorganization of the company which continued its business under a new name the Ogilvie Flour Mills Limited, numbering among the directorate many of the greatest of Canada's financial men It was due largely to the energy and acumen of this same group of financiers, numbering among them C R. Hosmer and the late F W Thompson that the development of the water power at Kakabeka Falls was brought to a successful issue a power which was never made into a commercial possibility until it fell into its present hands, and under the organization of the Kaministiquia Power Company was made the source of power supply for the city of Fort William furnishing electric current for almost the entire range of industries elevators and railways, as well as supplying the municipal needs in the office of the head of the lakes Coincident with the development of this power the plans of the late W W Ogilvie were carried out at the head of the lakes, and the first unit of their elevator was put in commission in time to handle the crop of 1904 and was followed by the erection of the mill with a daily capacity of 5 000 barrels while their storage has been successively increased by units of 75 000 bushels capacity until the Ogilvie Flour Mills Company now has an less than two million bushels of storage at this point.

Possibly the best idea can be obtained of the magnitude of this company from the following table showing their milling and elevating capacity throughout the Dominion.

Daily Capacity of Ogilvie Mills

Flour Mills—	Barrels
Royal Mill Montreal	7 500
Glenora, Montreal	4,000
Fort William Fort William	3,000
Winnipeg Winnipeg	3,000
Medicine Hat Medicine Hat	2,500
	19 000
Cereal Mills—	Barrels
City Mills Montreal	1,000
Winnipeg Montreal	500
	1,500
Total milling capacity	20,500

Capacity of Ogilvie Elevators

Terminals—	Bushels
Montreal	1 750,000
Fort William	2,000,000
Winnipeg	750,000
Medicine Hat	500,000
Interior or Country—	
147 elevators	5 000,000
Total storage	10 000,000

At the different mills of the Ogilvie Company the drying plants in connection with the wheat washing machinery can dry if necessary 180 000 bushels daily

THE BEGINNING OF THE TRANSPORTATION OF GRAIN FROM THE WESTERN PRAIRIES TO THE EAST

The First Cargo

Away back in 1882 the first cargo of wheat from the west was loaded into the small hold of the old wooden steamer Erie of which Captain Sullivan was master No elevators existed at that far-off day Fort William was still a post of the Hudson's Bay company Port Arthur was a tiny out-

dugout and birch bark canoes were common on Thunder Bay and the river Kaministiquia. The steamship Erin sailed up the Kaministiquia river to where west Port William now is situated and the grain was loaded into her from sheds which had been erected upon the river bank.

In 1883 the first ship's cargo to enter down the spout of a terminal elevator on the Canadian shore of Lake Superior was loaded from King's elevator at Port Arthur. In the spring of the following year the steamship Alberta, of the Canadian Pacific railway upper lake fleet received the first grain cargo to come from the spouts of a Fort William elevator when she was loaded at the house known as C. P. R. elevator A. The old house still stands on the banks of the Kaministiquia, and is in as active operation as it ever was. An idea of the wonderful development of elevator construction from the time when A house was built until now can be obtained from an inspection of the old building and then a visit to one of the modern houses like the Canadian Government house or any one of a dozen houses owned by the Canadian Pacific, Canadian Government and the Canadian Northern railways. The walls of the old house are built of two by six inch planks laid flat together and spiked. The bins are square and are built in the same way as the walls. The exterior is covered with galvanized iron. In shape, it is oblong and built exactly like one of the small elevators of the west. The roof runs up in a cupola which runs along the entire length of the structure.

"Palaces of Commerce"

To the uninitiated, one of the modern brick, concrete and steel elevators looks like a plant built for an entirely different use. Old elevator A might be taken for anything from a cotton mill to a tobacco bags but one of the new structures could never be mistaken for anything but a grain elevator. The fact sticks out all over them. They are much too well known to require a description.

GROWTH OF TERMINAL ELEVATORS IN TWIN CITIES.

When, in 1885, the first Canadian Pacific railway elevator was built, the Port Arthur elevator was left for winter storage only until it was converted into a hospital and "A" did the whole of the fall business, until after the 1887 crop. "B" was added as an independent house, and "C" was constructed as an annex to "A."

The first steel house, "D" was built in 1887 and was followed in 1903 by the two-million-bushel annex to "B" known as "E" which was constructed by the Macdonald Engineering Company of Chicago and was of a new design, the arrangement of the tanks being based upon the hexagon instead of the square, six tanks being grouped round one central tank leaving the interstices triangular instead of four-cornered. This style of construction was followed in the first steel elevator used by the Ogilvie Flour Mills Company, built by the same firm which was built in 1904 and has been twice enlarged. The Empire elevator was built the same year, these two being the first frame and iron clad of the railways to erect terminal houses.

All these elevators with the exception of the first, the C. P. R. elevator above mentioned, were built on the Kaministiquia river in Port William.

Meanwhile the Canadian Northern railway had tapped the west and taken over the route of the old Ontario and Rainy River railway, which linked the prairies to the great lakes and commenced work on its first elevator "A," which was a wooden house, holding a million bushels, built on the lake front at Port Arthur in 1903. In which shortly an annex was erected consisting of like tanks, bringing its capacity up to about four million. This was supplemented by the erection of a second working house, "B," with a second series of tanks, bringing the capacity of the two houses which are side by side in the grand total of 2,500,000 bushels.

In 1906 the Consolidated elevator was built, followed on a site not far from it by the Western Terminal elevator which was built in 1909 the same year which saw the erection of the Thunder Bay elevator in Port Arthur which was built by the same company that owned the Empire ele-

vator in order to handle their growing receipts via the Canadian Northern. In the following year 1912 the Grand Trunk Pacific elevator was built on the terminal property acquired by that railway company and was the first elevator to be built on the south side of the Kaministiquia river and this has been added to until it now has a capacity of 5,750,000 bushels.

In the fall of 1913 the Dominion Government elevator was built and this year new considerable expansion including also the Fort William elevators at Fort William and the David Sun and Smith elevator at Port Arthur on a site not far removed from the government house.

Such is a brief history of the growth of terminal elevators at this port, commenced by the railway companies who have since gradually retired from the actual operation of their own houses, the Canadian Pacific elevator "D" being now the only house actually operated by a railway. Their elevators, "A" and "C" are leased to the Eastern Terminal Elevator Company, "B" and "E" to the Grain Growers Grain Company, while the wheat portal of the Canadian Northern at Port Arthur is leased and operated by the Port Arthur Elevator Company. The same is true of the Grand Trunk Pacific elevator which is run by a firm known as the Grand Trunk Pacific Terminal Elevator Company.

THE EARLY SHIPPING AND BOATS AT THE TWIN PORTS.

From 1884 to 1890 grain arrivals and shipments steadily increased and a large fleet of steam barges and sailing craft called regularly at the head of the lakes. Four of the larger boats of the fleet were the Myles Tillie John Gaskie and Glenora, but even they—considered wonders in their day—carried pitifully small cargoes compared with the loads carried by the latest boats of today. The big steamer W. Grant Morden, each carry in one trip almost as much grain as the entire fleet of 1884 or 85 put together.

First Queen of the Lakes

It was in the early 90s that the wooden steamer Saronic which up to two years ago was regularly between here and Sarnia with freight and passengers earned her reputation as queen of the upper lakes because of her size and luxurious appointments. The C. P. R. steamships Athabasca, Algoma and Alberta were also pointed out with pride by every sailor of the lakes.

In 1888 a record which still stands in the annals of the lakes was made by the steam barge Mary Jane which cleared from Fort William for Buffalo with 65,000 bushels of wheat on December 15. She made the long trip without mishap.

About the year 1887 a new era in lake transportation occurred when the iron steamship Western Reserve arrived at the head of lake navigation and loaded a grain cargo for the east. Almost every man, woman and child crowded to the waterfront to see the monster of metal plates arrive and speculation was high among the old salts on her fitness and the future of the other fleets of her kind. The ones who would not believe in the stability of the new kind of craft mocked "I told you so" when the Western Reserve broke her back in a storm on Lake Superior when upbound light a few years later and only the wheelsman and a dog were saved.

Shortly after the Western Reserve made her appearance here the iron steamer Yuma arrived. She was constructed straight hull on whaleback style and still plies the lakes. Following swiftly upon the heels of the iron steamers, the steel boats made their appearance and gradually increased in size and efficiency in the grain carrying trade until the great vessels of the present day were reached. These monsters carry almost half a million bushels of wheat, many of them. The W. Grant Morden owned by the Canada Steamship Lines Limited and built a couple of years ago by the Western Drydock and Shipbuilding Company at the head of the lakes, holds the record for monster cargoes. She carried 478,000 bushels of wheat from Fort William to Tiffin to one trip.

The history of the early days of the twin ports of Fort William and Port Arthur from the time when Fort William was a Hudson's Bay post and Port Arthur was known as Prince

Arthur's Landing in honor of Prince Arthur of Connaught—the name was given to the place when the troops landed there on their way to quell the Northwest rebellion—would fill several volumes. This article is only meant to preserve in print hats in connection with early shipping in Fort William.

THE PIONEER GRAIN TRIMMERS OF THUNDER BAY

First Grain Trimmers

The honor of trimming the first grain from the Fort William elevator into a steamer went to seven men Richard Hedar, Robt. Stein, Herman Keehn, John McAvay Sr., Tom Seeley, Jack Holleran and James Davidson. Of the seven only three, Robt. Stein, McAvay and Davidson are living and they still call Fort William their home. Robert Stein is one of the best authorities on the early history of the Port. John McAvay Sr. is one of the mainstays of the grain trimming association. McAvay came to Fort William from Toronto to take charge of grain loading operations here and he had charge of the men who loaded the first steamer in 1883 at King's elevator in Port Arthur.

CANADA LEADS THE WORLD IN GRAIN DRYING PLANTS

The belief that it might be necessary for the Canadian grain growers to secure free access to the American market for their tough and damp wheat owing to lack of facilities for drying this class of grain in Canada, can be shown to be absolutely unfounded. No country is as well equipped as the Dominion for this work, and the drying capacity of the Canadian drying plants, whose facilities are unrivalled in the world, has never been worked to within fifty per cent. of its capacity.

The following figures with regard to the Canadian drying plants, supplied by the offices of the Dominion grain commission as compared with the similar equipment of the American ports of Duluth-Superior, Buffalo and of Minneapolis should set at rest all doubts on this question.

	Bushels per 24 hrs.
Drying capacity of terminal and hospital elevators at Canadian terminals	3h6,000
Minneapolis, four houses with total drying capacity of	35,000
Duluth-Superior six houses with total drying capacity of	115,000
Buffalo, one house with total drying capacity of	12,000

Comparing the combined capacity of the three American terminals with that of the Canadian we find that the Canadian is approximately double that of the American.

	Bushels
Total Canadian drying capacity (24 hours)	h06,00h
Total American drying capacity (24 hours)	157,000
Excess of Can. drying capacity	249,000

The western Canadian plants included in this estimate all of which are within access from the wheat fields of the west, comprise the following elevators the drying capacity of each being based upon their ability to dry tough grain per day of 20 hours:

Port Arthur Elevator Co.	1h,000
Grand Trunk Pacific Grain Co.	24,000
Thunder Bay Elevator Co.	18,000
Fort William Terminal Elevator Co.	1h,000
D. Horn and Co.	5h,000
Davidson and Smith	2h,000
Black and Muirhead	h,000
Merchant's Grain Co.	6,000
Paterson and Co. (2 elevators)	h0,000
Govt. Elevator Port Arthur	23,000
Govt. Elevator Moose Jaw	00,000
Govt. Elevator Saskatoon	00,000
Govt. Elevator Calgary	20,000
C. P. R. Elevator Transcona	10,000
Total for 24 hours	306,000

THE HOSPITAL ELEVATOR CAPACITY IN THE FALL OF 1919 IN THUNDER BAY

HOSPITAL ELEVATOR FIGURES FOR PRESENT CROP SEASON

The value of the hospital elevator equipment at the Canadian lake terminals may be judged from the amount

of grain treated by them, including all processes of cleaning, separation and drying during the present crop season. As they are not storage plants, the shipments are approximately the same as the receipts.

Grain received by the hospital elevators at Fort William and Port Arthur from the 1st of September to the 10th of November 1915 from official government data.

Receipts

	Bushels
Black and Muirhead Limited	590,435
Dole Grain Co.	153,062
Davidson and Smith	0,172,782
Dwyer Elevator Co.	788,[illegible]
Grain Growers Elevator Ltd	288,042
Merchant's Grain Co.	275,472
Muirhead Elevator Co	257,[illegible]35
National Elevator Co.	561,078
N. M. Paterson & Co. Ltd	2,615,904
Superior Elevator Co., Ltd	404,485
Western Elevator Co	28,243
Total	8,285,241

RE STORAGE CAPACITY OF GRAINS IN FORT WILLIAM AND PORT ARTHUR IN FALL OF 1915

Some Figures

The present total capacity for grain storage of the Canadian head of the lakes at elevators alone and exclusive of storage in bottoms is 43,785,000 bushels.

That is to say that were not a bushel to move out, the grain elevators alone could hold a little better than one-seventh of Canada's total wheat crop this year exclusive of what could be stored in western elevators cars and lake bottoms in port.

The following comparison of the elevator storage capacity of grains in the Twin Cities, with the acreage under crop in the three western provinces at the five year periods shows as follows

Year	Acres	Bushels
1900	3,404,000	9,070,000
1905	8,000,000	10,080,000
1910	14,636,000	20,730,000
1915	17,823,000	43,785,000

It will be seen that the growth of elevator capacity during the last five years has been such as to give it a proportionate lead that will never be caught up.

Looking Backward

By M. V. MOBERLY

RECOLLECTIONS OF AN OLD-TIMER

Long before the C. P. R. boats or the Pullman car were thought of, I crossed part of Lake Superior in a birch bark canoe, with my father, mother and three little sisters, my father then being in the service of the Hudson's Bay company and at that time promoted to Fort William from Brandwich House on the Mississippi river where we had been for six years. I have been asked to tell some thing of the early days at the Fort and will endeavour to jot down a few incidents that I can remember.

I must have been an observant little girl or would be able to recall many items of interest on that trip that would make my recollections more readable. One thing I could not forget was the loss of my father's gun, a rapid on the Michipicoten river. This was a real calamity as we depended largely on it for food.

On our arrival at Michipicoten we picked up a passenger, the Rev. Father Kohler, who for some years was the Superior of the Jesuit Missions on the Upper Lakes, and who used to attend the early services in the wreck of the propeller Coburn on Lake Huron. Before reaching our destination we came to a stand on Hare Island near Thunder Cape for three days, where we ran out of provisions. However the last day one of our men caught a large trout, which I am sure, was immediately cooked and to help out the meal my mother made a pancake from the scrapings of the flour bag. That evening when the wind fell we started for the Fort, arriving there at 3 o'clock in the morning. The whole of this long trip of fourteen days was made by oars.

Fort William as we found it was indeed a fort, having palisades, bastions, lookout towers and cannon, and I think I am right when I say there is not a stick or a stone left to mark the site of this once important fort in the thriving city which bears its name today.

In 1846 the year of our arrival, the only white men in the district were the H. B. officers, some of the company's employees, who were Orkneymen or Norwegians, and the priests at the Mission.

The event of interest for years was the arrival of the H. B. governor, then Sir George Simpson, who made his trip of inspection once a year by canoe from Montreal to Fort Garry, calling at Fort William, en route and also the coming of the company's schooner Isabel with supplies for the post and her sailing again with a cargo of furs and fish. She was obliged to anchor in the bay opposite the mouth of the river and load her freight in large ballasts which were kept for that purpose.

With the exception of the mail which was brought by the "Isabel" the only other communication with the outside world was by an overland packet arriving in March, bringing joy or sorrow to the members of our small community.

Our lives ran on very smoothly until one day we were surprised by the arrival of the steamer Gore, having on board a party to explore the route of Dawson road to Fort Garry.

In 1859 the steamer Rescue arrived, carrying a mail intended for Fort Garry. She also brought our first settlers, the McVicars. Mr. McVicar and family having only come from Great Slave Lake a H. B. post, a few years before. He was around land agent, and first postmaster at Fort William. Our next settlers were the McKellars and with their advent came the discovery of silver mines.

Up to this time we had a very simple life, having no companions outside of the family. We were never allowed to play with the Indian children, but still we were able to pick up their language which often proved very useful to us. At last a separation in our family of eight occurred, the going off to schools in couples, year by year, some to New York, some

in Toronto and others to Lennoxville.

Later in the sixties came the opening of the Thunder Bay silver mines at Current river and the Silver Islet mine.

In 1870 came the Red River expedition under Sir Garnet Wolseley (Lady Wolseley accompanying him and being our guest for six weeks) the moving of troops, the transport of supplies with all its hustle and excitement, making a pleasant change in the life at the Fort.

In 1872 Lord and Lady Milton and party arrived and took up their residence at Point de Meuron, and it was here their son the present Earl of Fitzwilliam was born.

The first white girl married in the district was one of my sisters in one of the old Hudson's Bay stores fitted up and decorated for the occasion. The ceremony was performed by the Rt. Rev. Bishop McCrae of Rupert's Land who was on his way to Fort Garry. The last day of this year (1872) government engineers arrived to survey a line from Thunder Bay for the Canadian Pacific railway.

Up to this time our religious privileges were very limited depending on passing clergymen and students for a service now and then. From this on the country began to settle up more rapidly.

Comparing our life in those days with the present, in many ways it was as happy and often more comfortable. My father and mother were both very thrifty and made the most of everything. There was a good farm stocked with 12 cows, sheep, pigs and fowl, a large garden with all kinds of vegetables and small fruit and we had white fish and trout from the bay every day. The Hudson's Bay company furnished us with messengers, the laundry and cleaning, as well as the making and mending of our moccasins was all done by squaws. I well remember the tedious work it was to supply the house with water. The men had to carry it from the river with yoke and buckets and also before the days of lamps, the lighting of tallow candles which were not always plentiful and which often made it necessary to retire early.

I may add that my father who was so many years in charge of Fort William had previous to his going to Brunswick House made a trip around the world with Sir George Simpson, a gigantic undertaking in those days leaving Glasgow by sailing vessel for Boston, then to Montreal by stage from Montreal to the Pacific ocean by canoe and horseback, thence to Sandwich islands by the H. B. steamer Beaver where they wintered, the company then having an important post at that point. In the spring back to New Caledonia (as British Columbia was then called) coasting up to Aleutian Islands and across to Kamschatka, then by horseback over Siberia and Russia to Scotland.

My father was also a firm believer in the future greatness of Fort William and took part in many a hard fought battle in its behalf—when the Lake Superior part of the C. P. R. was still an open question.

The changes at Fort William from the fur trade to the C. P. R. Imperial Limited and from the H. B. steamer Beaver to the giant grain elevators has indeed been marvelous but I still look back with many pleasant recollections to the old days.

M. V. MOBERLY

Legendary Lore of Lake Superior

By GAY PAGE

The Indians found on the shores of Lake Superior by the daring traders Radisson and Groseilliers about 1660 did not appear to have any visible objects of worship except small wooden figures rudely carved or merely the tops of a few willow bushes tied together as the representative of a capricious being called Kepoochikana. Their most common petition to this being was for plenty of food and as they did not trust in his favor they believed that he cared for his creatures their endeavors were more in the way of propitiation than worship. They boasted of wonderful tales of his power and in designating the place where the metal was to be found that formed the solid copper knife which had been given to Cartier by one of the Indians whom he had taken captive, they referred to it as the Unkaewa Land. This land their legend told was created by this demi-god sometimes referred to as Kitche-Manito the Great Spirit, or the Master of Life (identical with Kepoochikana). The legend tells of a deluge caused by an attempt at the dam to drown this capricious being, with whom they had quarrelled. He craftily constructed a great raft, or floating island which was rich with copper and this island he named Minong or The Safe Place. On this he embarked with his family and all kinds of birds and beasts, and after the flood had abated he ordered several waterfowl supposed to be the sea gulls who robbed their home near Isle Royale to dive to the bottom. They were all drowned. Afterwards a muskrat dispatched on the same errand returned with a mouthful of mud out of which Kepoochikana fulfilled the mode in which the muskrats construct their houses formed a new earth which the rays of the sun at length hardened into dry land. The giant made his home on the island and the Indians who found their way to the new earth he had made opposite his lair held him in awe and tried to avert his wrath. But another giant, more powerful still named Woosechasich became lord over the Indians who took possession of the new made land and, from the cliffs of Mount McKay this rival hurled a great boulder across the water at his foe. This boulder became wedged below one of the cliffs of Minong the name for Isle Royale, which as has been said means "Floating Island." This boulder which like all other rock formation on this island has been to this day the wonder of white men as it is entirely foreign to the other rock formation of Isle Royale and its presence there is a mystery. The giant stone-thrower at length overcame his rival Kepoochikana had on account of his great prowess was held in reverence by the Indians who were glad to escape from this fear of the evil spirit. This benevolent god guarded the treasures of "Minong" or Isle Royale after he had conquered Kepoochikaan who was renamed Nanibijou in order to protect his treasures he set up sunken rocks in the channel to warn off adventurers and in this way as the Forest City knows the ship that ventures through the channel may feel the fury of the god that still guards the islands and headland on which he made his lair. And even now the strange and awe-inspiring mirage which is often seen as boats approach the cliff are to the eyes of the superstitious Indians the spirits of the two giants Nanibijou and Kepoochikana fighting in the air. This phenomenon was seen with wonderful clearness by the passengers on board the Forest City on its way from Isle Royale on July 14th 1914.

HUDSON BAY MEMORIAL

The obverse and reverse sides of the historical tablet unveiled yesterday by Sir George E. Foster at the dead-end of McTavish street opposite the old site of the Hudson Bay fort. Its purpose is to keep alive the memory of generations to come those brave men who laid the foundations of our present western Canada.

Unveiling of Tablet

REPRINTED FROM THE TIMES JOURNAL OF FRIDAY OCTOBER 13, 1916

Mr Peter McKellar president of the Historical Society whose dream was accomplished yesterday in the unveiling of the Hudson Bay memorial tablet by Sir George E. Foster was justly a proud man Thursday and he and the society which he represents deserve the thanks of the community for their untiring and unselfish efforts to leave something in perpetuity to remind them of the white man's earliest struggle in conquer the fastnesses of the Great North

Yesterday afternoon an event of more than usual interest took place at the corner of McTavish and McIntyre streets when the Right Honorable Sir George E Foster P C K F K C M G minister of trade and commerce who spent yesterday in the city on the occasion of the visit of the Dominions Royal Commission unveiled the memorial tablet erected by the Thunder Bay Historical Society on the site of the old Hudson's Bay post It is a spot hallowed by the memories of Canada's early days There is probably not another more historic monument in Canada the spot is called as it does the actual site of the old memorial corner where, in 1821 the Northwest Trading company and the Hudson's Bay company amalgamated

Idea of Peter McKellar

The idea of such a monument, erected as a permanent memorial and unveiled yesterday originated in the mind of Peter McKellar president of the society and after three years of patient work the fine granite obelisk is today standing Built of Aberdeen granite, it is inscribed with two thousand letters descriptive of the great work for trading companies The cost was been borne by voluntary subscriptions which are in the neighborhood of $1 000

The Platform Party

The time of unveiling was scheduled for 1 30 but owing to the party not returning from the trip around the harbors until quite late it was nearly two-thirty before Sir George Foster appeared on the scene driven in the special platform in Mayor Margetts car Standing near the platform which was tastily draped with flags, were, in addition to Sir George Mayor Murphy Peter McKellar Dan McKellar Rev J Dyke F S. Wiley John King N M W J McKenzie J D McKenzie (the last two representing the Hudson's Bay company) and others. Mayor Murphy briefly introduced Peter McKellar president of the Thunder Bay Historical Society who spoke as follows

The President's Speech

This occasion is one of the happy events of my life and I feel that the members of the Thunder Bay Historical Society are to be congratulated on this for tradern tablet the principal work of our society has been successfully completed The polished granite with the two thousand letters of historical records engraved thereon will remain for countless ages and reflect credit on the people of Thunder Bay I noticed in Egypt some polished granite tablets which had been in place from four to five thousand years and they are still fresh in regard to the object for which the tablet stands the great work of the early fur traders of Canada, I need not dilate further There are gentlemen present today who can appreciate its value and importance to the present and future generations better than I can give it here

Some History

Our society was formed eight years ago Soon afterwards our attention was directed to the site occupied by the early fur traders, for nearly two hundred and fifty years, on the banks of the Kamistiquia river in Thunder bay At first to mark the locality a rude monument of stone or iron was contemplated but as our researches into history ex-

landed her appreciation of the matter increased until finally it resulted in the erection of this beautiful tablet. The Right Honorable Sir George E Foster K C M G minister of trade and commerce has kindly accepted our invitation to unveil this tablet and in so doing he is conferring a great honor on the Thunder Bay Historical Society As the time of the royal commissioners who have favored us with their presence is limited I will call upon Sir George Foster to proceed with the ceremony of unveiling the tablet

Sir George Foster

Sir George Foster who was received with hearty applause, said amid laughter that he did not know what was veiled behind his back, as he was going to take the bull by the horns and unveil the monument at once This the minister did amidst loud cheers Continuing Sir George said that the tablet stood as a credit to the progress of the pioneers of the west and to those who had made the erection of the memorial possible The thanks of the community and of the country at large were due to those persons who were erecting such memorials not only in the frontier towns but also in other parts of the country They were not unmindful of the pioneers of the prairie lands of the past Altogether in this vast and rushing age of the present they were less prone to forget that they had a past and the putting in places of records such as the present tablet before them served to remind them that Canada has indeed had a past.

Owe Great Debt

They ought to remember the debt they owed to the men and women of the past Nearly three centuries ago the adventurous men who by the gracious will of the sovereign of Great Britain found their heritage in sections of the great west country and who took for their profits what could be made out of the furry animals which ran to that time had shared with the Indian the great stretches of territory constituting that vast Dominion had the pluck to follow in the great inland highways and waterways of Canada, and to open up year by year many acres of territory

Thanks to the Pioneers

If it had not been these men and their adventurous spirit their sublime courage and endurance the gateways of the country would either not have been opened up or at any rate would not have been opened up until much later We honor these men said Sir George by erecting tablets in their memory by preserving the story of their adventures and progress and by emulation the strength and endurance which they exhibited and which contributed to the building up of the greatest trading company in the world

Gateway of Commerce

The head of the lakes is a gateway of commerce between the great middle west stretches of the country and the great waters which plough their way towards the sea and afford the ocean to the people of the inland lands who desire the products of the west This gateway of commerce is an open door making possible exchange between the great productive fertility of the middle regions of Canada which must find a way out through this gateway

The head of the tablet bears the words Memorial tablet erected by the Thunder Bay Historical society in 1914 to commemorate the locality made famous by the pioneer fur traders of the great northwest.

Hudson's Bay Officials

Representing the Hudson s Bay company were N M W J McKenzie now retired for over forty years in the employ of the company and J D McKenzie the district manager N H Baron of Montreal the fur trade commissioner wired regretting he could not come but asking N M W J McKenzie and J D McKenzie to represent the company Lord Commissioner Thompson of Winnipeg also wired regrets that his having to go to Edmonton precluded his presence yesterday afternoon

The Hudson s Bay post which this tablet commemorates was removed in 1875 when the Canadian Pacific railway was under construction

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(Times-Journal Oct. 25, 1916)

The monthly meeting of the Thunder Bay Historical society was held

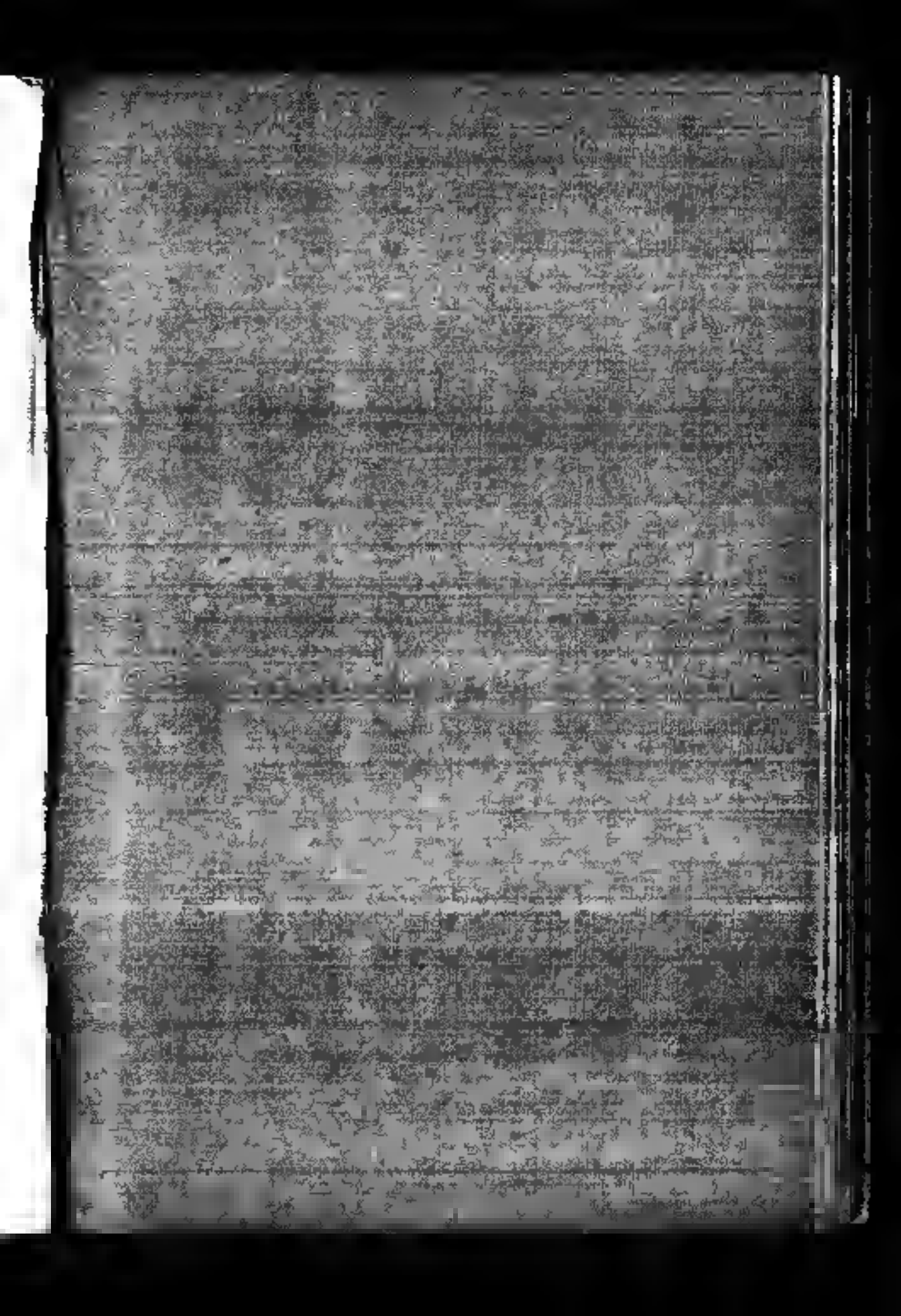
last evening in the public library After the minutes had been read and correspondence dealt with an interim report which was sent to the government, dealing with last month's work was read The report is very creditable to the society and it will be read at the annual meeting next month Mrs John King convener of the tablet card committee on the occasion of the unveiling of the Hudson's Bay tablet reported that from the sale of picture cards at the tablet she had turned in about $25 to the treasurer collected by her staff of Fifth girls A hearty vote of thanks was tendered to Mrs John King for her good work

Since the unveiling by Sir George Foster $32 has been donated to the society and two new members joined at last night's meeting $50 will be paid to Mrs Gledstone on account of the cost of the tablet

President's Report

The following is the president's monthly report for October 1919

I feel that the Thunder Bay Historical society has made great progress this month The completion of the beautiful fur traders tablet in the midst of the worst war of all wars is more than I expected Again we have been remarkably fortunate in having the unveiling of the tablet performed by the Right Honorable Sir George E Foster minister of trade and commerce He could appreciate the import of the work to future generations as we might say that the fur trade was the beginning of trade and commerce in Canada and the writing on the tablet is an historical synopsis practically reaching from the beginning of Canadian traders up to the great trade expansion by rail and water of the present As Mrs J H Sharpen secretary of the historic landmarks has said Sir George Foster is regarded as the historian of the cabinet Therefore as he is the minister of trade and commerce and the historian of the cabinet no other person could bring more honor to the unveiling than Sir George E Foster



THUNDER BAY

HIST. SOC.

PAPERS

& REPORTS

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The Thunder Bay Historical Society

Seventh Annual Report

PAPERS OF 1916

The Thunder Bay Historical Society

SEVENTH ANNUAL REPORT

Papers of 1916

The Thunder Bay Historical Society

Officers

Honorary President	Sir Geo E Foster
President	Mr P McKellar
1st Vice-President	Mr A L Russell
Secretary-Treasurer	Miss M J L Black

Executive Committee

Miss Dobie	Dr Oliver
Mrs Jno King	Mr F C Perry

Auditors

Mrs Geo A Graham	Mrs F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Fort William Nov 28 1916.

To the Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

This is the third annual meeting since the terrible slaughter of human beings commenced in the World War and the end seems not yet in sight Let us pray and trust that at the next Annual Meeting we will see a general international peace reign throughout the world

In the first part of the year our attention was directed to the Landmarks of our District, by President Pemberton Smith of the Historic Landmarks Association of Canada He wrote us for a report on the Landmarks of Thunder Bay so as to give them place in the first published series of the Directory which is now being prepared for publication Mr A L. Russell D L. S and myself were appointed a committee to attend to the matter

The paper re Landmarks appearing in this Annual is a copy of a report sent to Mrs J E Simpson Secretary of the H L Association We expect to see only the H B Co site in the first publication of the Directory but we expect, later on that some of them will be marked with tablets etc and that others will receive a place in the historical annals of the country

You will remember when the war broke out in 1914 we had executed a contract with Mr D Gladstone for the building of a memorial tablet in Fort William to commemorate the fur-traders at the post.

The European war completely upset our calculations and the manufacturers in Scotland who had charge of the work shipped the polished blocks of granite (unlettered) to Fort William with the statement that on account of the war they would not be responsible for its safety there any longer Then Mr Gladstone had to undertake the engraving himself He had the one side beautifully done and the other side partly done, when his health completely broke down and sad to relate his death soon followed The responsibility devolved upon Mrs Gladstone who engaged an engraver to finish the work Through some error a few important paragraphs near the beginning of the history on the H B Company's side were left out Later on they have been added on to the polished plinth below and now they make a fair showing I would not have mentioned this matter were it not that people will notice and comment on the misplaced clauses, and assign it to faulty composition In some ways the monument is unique and an acknowledged fine work of art

The Society herein wishes to express their deep sympathy for Mrs Gladstone in her sad bereavement

After the general business of the last September meeting was finished the President informed the members that the tablet had finally been completed and was ready for unveiling, and a suitable ceremony of some kind should now be considered Mrs John King suggested asking Sir George E Foster Chairman of the Royal Commission, who was expected in the city in about twelve days to do the honors. The idea was received with approbation The motion was seconded by Mrs G A Graham and carried unanimously A resolution was passed appointing the president and members of the Society to interview Mayor Murphy and council with the view of securing the consent of Sir Geo E Foster Minister of Trade and Commerce to unveil this significant tablet The next day Messrs John King Donald McKellar and myself interviewed the council. and presented our case with the photos of the two sides of the tablet as well as the descriptive souvenir The mayor immediately appreciated the importance of the matter and the exceptionally favorable opportunity presented by the coming of the Royal Commission He sent for Mr A Mc

Naughton the city clerk and instructed him to mail the souvenir and the copies of the tablet, with the explanatory letter from the mayor and myself. A few days later an answer was received from Sir George that he would be pleased to perform the ceremony of unveiling when in the city.

Further information re Unveiling will be seen in the paper with the Times-Journal's report appearing in this Annual.

The unveiling was a great success and Sir Geo. E. Foster's address was appropriate and deeply impressive. We have secured two fine photos of the unveiling and have got them copyrighted. We have ordered a first-class combination cut of the views of the tablet and the unveiling so that many copies can be struck off at a small cost. By this means we expect help in publicity as well as in finances which is greatly to be desired when it is considered what an historical society stands for to the country as well as to the community.

A beautiful combination cut of tablet and unveiling can be seen and secured at J. Edgar Rutledge's book store, 512 Victoria Avenue, Fort William, and at Crooks drug store, Cumberland Street, Port Arthur.

In regard to the general transactions at the meetings of the Society during the year Miss Mary Black, Secretary-Treasurer will present them in her report better than I could.

The officers and members of the Society have my sincere thanks for their valuable help.

PETER McKELLAR, President.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William, Nov 28th, 1916

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

I have much pleasure in presenting the following report as secretary treasurer of our Society

During the year there have been five regular meetings the dates, speakers and subjects being as follows —

Feb 25th 1916—A reading from the Toronto Globe 1575, describing the turning of the first sod for the C P R.

March 31st.—Mr Peter McKellar "Shipping Trade of Fort William"

May 4th—Mrs Moberly "Early Times in Fort William"

Sept 29th—Mrs J M Sherk "Legends of Isle Royale"

Nov 28th—Reading from Fort William Times-Journal describing unveiling of Tablet by Sir George Foster

These papers have all been most interesting and their permanent preservation will be decidedly worth while.

The meetings have always been very enjoyable the social side being by no means the least attractive part.

The outstanding event of the year, of course, was the unveiling of the Tablet, an historic incident of great interest, and one to which the President will make further reference

The correspondence has been very light, and has usually simply been requests for our publications

We have a paid up membership of 14 We have also received several generous donations from friends who are not members

The following financial statement I think you will find interesting As you will notice it covers the year October to October instead of November to November This is due to the wishes of the Department of Education as they wanted uniformity in the financial years of the various Historical Societies

RECEIPTS

Sept. 30th—Bal in bank	$ 4 50
Nov 10th—Government grant	100 00
Nov 25th—Donations towards tablet—	
Mr N M W J McKenzie	10 00
Mr J D McKenzie	10 00
Nov 25th—Membership fee (A McNaughton)	1 00
Nov 25th—Donation to tablet 1915	1 00
Feb 25th—Membership fee 1514 1515 (Mrs Lee)	1 05
March 29th—Membership fee 1515 1516 (Mrs Lee Mr and Mrs John King Dr and Mrs Oliver Major and Mrs Hamilton Mr and Mrs McKellar Miss Grant, Mr D McKellar and Miss M J L Black)	10 00
May 17th—Donation towards tablet (Major Young)	25.00
Sept. 30th — Membership fee (Mrs L. L Peltier)	1.00
	$163 50

EXPENDITURES

1916	
March 4th—Times-Journal (Annuals)	$ 55 75
April 18th—Postage and Telegram to Inspector	1 60
April 18th—Historic Landsmark Association (affiliation fee)	5 00
A Stewart (Envelopes)	1 60
Sept. 30th—Bal in bank	55.55
	$163 50

Audited and found to be correct

M ROSS GRAHAM

K McK PERRY

For your further information I give in addition the financial statement to date.

RECEIPTS

1915	
Sept. 30th—Bal in bank	$ 66 55
Oct 15th—Donation from D McKellar for copyright	2 00
Oct 15th—Donation towards tablet, Capt McCannell	5.00
Oct 27th—Sale of pictures (Mrs. King)	22.37
Oct 27th—Membership fees	2 00
Nov 2nd—Government grant	100 00
Nov 28th—Donation to tablet (H Sellers)	5 00
Nov 28th—Membership fees	3 50
Nov 28th—Sale of pictures (Miss Doble)	1 75
	$213 17

EXPENDITURES

Oct 15th—Copyright	$ 2 00
Oct 31st—Mrs Gladstone (tablet)	50 00
Nov 3rd—Printing and cuts	8 80
Nov 28th—Bal in bank	152 37
	$213 17

All of which is respectfully submitted

M J L BLACK
Secretary Treasurer

The Historic Land Marks in Thunder Bay

MR PETER McKELLAR

1 SITE

HUDSON'S BAY COMPANY POST

This is situate on the Kaministiquia River in Fort William, in the District of Thunder Bay, and is being commemorated by the erection of a Fifteen Hundred Dollar Granite Tablet on the site occupied by the Fur Traders for over two hundred years

(See the 'Souvenir' and Plans)

2. SITE

THE PEEPING SQUAW of Thunder Bay

The Peeping Squaw is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain at an elevation of about three hundred feet from the base. In crossing Thunder Bay (out or in) for a distance of about sixteen miles the Peeping Squaw is visible from the middle portion of the Bay At first the protrusion appears or "peeps" out and continues to open out as you proceed like the lower beak of a bird until it is quite conspicuous and then it gradually closes until it disappears In the canoe days it would be in view for a couple of hours it is interesting to tourists as the passenger boats travel this route

3. SITE

TURNING ON OF KAKABEKA FALLS ELECTRIC POWER

This took place in the Power House on Lot 4 South Mary Street, in the Town Plot of Fort William, on October 3rd, 1906 President Cockshutt of the Canadian Manufacturers Association pressed the button. Many were present.

4. SITE

THE TURNING OF THE FIRST SOD OF THE CANADIAN PACIFIC RAILWAY

This took place on the North bank of the Kaministiquia River about three and one-half miles from its mouth in Fort William West, on the first day of June 1875. Judge D D Van Norman presided and Mr Adam Oliver M P P cut the first sod and wheeled it away Speeches were made by Messrs Van Norman Oliver and T A P Towers. There were present at this event over five hundred ladies and gentlemen

5. SITE

C. P. R. ELEVATOR "A" (the first Grain Elevator in Fort William)

Elevator "A" was built of wood in Fort William in the year 1884 on the North bank of the Kaministiquia River one and one-quarter miles from its mouth Capacity one million bushels

6. SITE

TURNING THE FIRST SOD OF THE GREAT ELEVATOR OF THE GRAND TRUNK PACIFIC RAILWAY

This occurred about half a mile South of the Mission River near its mouth in Fort William on the 23rd of November 1908

Mayor James Murphy presided and turned the first sod Speeches were made by George A. Graham Peter McKellar and Mayor Murphy Engineer Fairchild represented the Company and in his address he pointed out the corner pickets of the grand elevator and stated that three million cubic yards of earth would have to be removed to allow the boats to come up to the elevator There were about five hundred ladies and gentlemen present

7 SITE

THE FIRST CEMETERY IN THUNDER BAY

A plot of a couple of acres of ground fenced in on the North bank of the Kaministiquia River at the first bend to the West, one and one-half miles from the mouth of the River The bodies were removed to the Mountain View cemetery in 1884-5 on lot 13, Neebing Township about seven miles from the mouth of the Kaministiquia River The plant of the Gordon, Ironside & Fares Company now stands on the old cemetery grounds.

8 SITE

"THE SLEEPING GIANT" OF THUNDER CAPE

An Indian Deity, around which hangs many Indian tales of thunder and lightning

This consists of the trap rock on Thunder Cape forming a crown and lying flat on the Animikie beds at an elevation of about 1,300 feet. It resembles the outline of a Giant lying on his back length from head to foot about four miles the sides being practically perpendicular from the surface of the water to the crown It is an imposing figure and quite conspicuous from the Twin Cities, being visible sixteen to twenty miles away

9 SITE

THE "SEA LION" OF SILVER ISLET

The Sea Lion Rock looks like a great lion extending out from the shore into the water as will be seen by the accompanying photo It is about a half a mile from the Silver Islet Village and is the result of the erosion of a trap dyke

10. SITE

POINT DE MEURON, Kaministiquia River, Thunder Bay

Point De Meuron lies at the foot of the rapids, at the head of tug boat navigation about ten miles up the Kaministiquia River It was used as the landing of a long portage in canoe days and occupied for a season in 1816-17 by the famous Lord Selkirk's De Meuron Soldiers on their way to revenge the Red River massacre

Afterwards it was purchased by the Hudson's Bay Company Officer John McIntyre who developed it for a farm and summer resort.

In 1872 the late Lord and Lady Milton resided at Point De Meuron for a good part of the summer where the present Lord Milton was born

11 SITE (not yet located)

MOUNT GARNET in Thunder Bay

Mount Garnet is situate about half a mile West and about twenty five miles up the Current River It is a wonderful freak of nature and was discovered by Peter McKellar in mid winter in the year 1868 The Mount looks a smoothly ground round pillar of garnetiferous graoite The length or heighth was estimated, roughly speaking, at 40 to 50 feet

No doubt it was formed by the force of moving waters like pot holes are formed Probably it occupied a position in the centre of a whirlpool

Fortunately the other day while searching through old papers I discovered the sketch plan I made of Current River in 1868 on the occasion of discovering Mount Garnet. On that sketch I marked Mount Garnet Mr Russell has made an instrumental survey of Current River and we can locate Mount Garnet from the above sketch The mount received its name from the numerous small garnets in the rock of which it is formed

12. SITE

THE POT HOLES, Thunder Bay District

The Pot Holes are situate about half a mile North of the Little Pic Silver Mine, near Middleton Station on the line of the Canadian Pacific railway, on Location 591 X. or near it

The pot holes are to the number of fifty or thereabouts exposed and are mostly round and smooth, 2 4 6 12 up to 30 feet or more in diameter These holes occur on the East side of a steep mountain and show on the different ledges from the bottom up to a few feet of the summit. The pot holes were discovered by Mr. Donald McKellar in 1875

Description of the "Twin Holes"—The Twin Pot Holes are situate near the edge of a cliff of rock. The two holes are round and smooth and 6 to 7 feet each in diameter. They join at a depth of 10 to 12 feet and within a yard or so of the earthy bottom allowing free passage of the materials from one to the other. About the point where the two join the one on the South side has broken an opening two to three feet through the face of the steep cliff, leaving the holes empty to the top. I descended to the bottom and forced a sharpened pole down into the soft peaty bottom several feet without reaching solid rock.

None of the holes have been cleaned out to find out how deep they are. At the foot of the mountain is a little lake of unknown depth the supposed main pool into which the great stream poured.

(See the accompanying paper by Peter McKellar, F. G. S.—) (From Bull. Geol. Soc. A., Vol. 1).

13 SITE:

THE TURNING OF THE FIRST SOD OF THE GRAND TRUNK PACIFIC RAILWAY

This ceremony took place in Fort William West at the crossing of the Canadian Pacific Railway with the Grand Trunk Pacific Railway four miles from the mouth of the Kaministiquia River on September 11th 1905.

Mayor E. S. Rutledge was chairman and Premier Wilfred Laurier, now Sir Wilfred turned the sod and delivered the oration. Short addresses were also made by the Mayor and Mr. G. A. Graham.

A grand stand was erected for the occasion and a great gathering of people were present.

Mr. A. L. Russell, D. L. S., a member of the committee is compiling a further list of sites.

PETER McKELLAR

The First Sod of the Canadian Pacific Railway Turned

RE-PRINTED FROM THE TORONTO GLOBE OF JUNE 10 1875

Tuesday the 1st of June, 1875 will be the day long remembered in the annals of the district of Thunder Bay as well as throughout the whole of the Dominion of Canada as the day upon which the first sod was cut upon the Canadian Pacific Railway For some time past, we have had large arrivals daily of men and materials for the work and the contractors have already erected several large store houses stables offices and other receptacles for provender and railway plant on the Government Reserve, Prince Arthurs Landing

The wharf on the Kaministiquia River being in a forward state through the energy displayed by Mr Walter Oliver the Government superintendent who having completed the winter wharf improvements at Prince Arthurs Landing has been lately engaged in pushing forward the river wharfage and we understand that Mr Oliver is about to still further enlarge the wharfage accommodation here in order to enable the different steamers to discharge their cargoes as they arrive and save the consignees from demurrage charges which they have lately been obliged to pay The energetic contractors Messrs Henry Selton Thomas Cochrane, J Ward & Co. invited their friends at Prince Arthurs Landing to join those of Fort William in inaugurating this important undertaking and punctually at two o'clock yesterday the steamers Jessie Oliver and Waldman loaded with the beauty and fashion of the neighborhood left Prince Arthur's Landing for the scene of the operations of the day which took place on the left bank of the Kaministiquia River about four miles from its mouth where were assembled upwards of five hundred ladies and gentlemen to witness the event Among those present we observed the following, viz Judge Van Norman and Ladies, Mr and Mrs John McIntyre Mr Thos Marks and Miss Marks, Miss Wyllie- Miss Buchanan Mr John and the Misses McKellar Mr and Mrs D M Blackwood Miss Fraser Mr Robt and Miss Morrison Mr Geo and Miss McVicar Mr and Mrs J G Tulloh Mr and Mrs T A P Towers Sr and Jr Mr Samuel Hazelwood chief of the Prince Arthur's section of the Canadian Pacific Railway survey and a large staff of surveyors Mr R. Maitland Drs McDonell Clark and Cook Messrs L. da Carle J. Kerr. J McLennan Henry Sefton Thomas Cochran & Co. contractors J Girdlestone Stuart B Wallace Heath Wm F Davidson Moses Street Noah K Street C J Brent, manager Royal Canadian Bank Adam Oliver M P Alexander Stevenson Jas Flanagan Geo S Oliver Peter Donald and Archibald McKellar W C Dobie Angus Bethune, chief purveyor Canadian Pacific Railway survey and staff, Rev Messrs McKerracher and Dundas Messrs J Preston J Sproule J Hebert, Jas Baine J Parbe, W C Dick J Tupper G Holland C C Fornari, P L. S. A Tennyson J Furlong G E Small, Hoo John Simpson R Carruthers C McIntyre Miss McIntyre Miss Bissett Mr and Mrs Jas Flaherty R B and F B Hornor J Kane. W H Carpenter W Bealh manager Ontario Bank. J Menzie

After being liberally regaled by the spirited contractors, Messrs Sefton Cochrane, Ward & Co., they proceeded to the place selected for breaking ground on lot No — on Water Street in the town plot of Fort William where a platform being erected Judge Van Norman was called upon to preside

Judge D D Van Norman, on gaining the platform prepared for the speakers, spoke substantially as follows Ladies and Gentlemen —I regret extremely that on this occasion some one better qualified than myself has not been chosen to perform the part that by some mischance has fallen to my share today This ladies and gentlemen is no ordinary occasion We have met here today

ier on other purpose than to inaugurate the beginning of the actual construction of the Canadian Pacific Railway, and while I am prone to confess my utter inability to do even a measure of justice to the occasion I assure you no one in this crowd of persons I see before me more fully appreciates the magnitude of the occasion than myself. Why what is the astounding fact? That with a population of not quite four millions of people Canada has through their representatives determined to span this continent with a railway so that an emigrant with his family seeking a new home in this new world but still under the old flag may with celerity safety and certainty examine the country from Cape Breton in Nova Scotia, to Vancouver's Island in British Columbia, in the meantime passing over a space as vast as the great ocean that divides and separates the old world from the new. It has been deemed by our wise men best to begin this tremendous undertaking right here in the heart of the continent, at the head of navigation having for its objects first to utilize the 1,800 miles of splendid water navigation and bridging as it will the space of 400 miles more to tap the Central Province of our Federation to draw closer the bonds of commercial friendship and alliance, and also at the same time to weld into one homogeneous whole the disjointed fragments of almost alien peoples. To my mind no more marvellous exhibition of faith and pluck has ever been made by the same number of people in my time I have seen history repeat itself on more than one occasion and I verily believe it is about to do so again in this vicinity. Just 50 years ago as a boy I saw the great men of the day, Governor Clinton of New York, and the Marquis of Lafayette of France, celebrate the completion of the Erie Canal at Buffalo by mingling the waters of the Hudson River with those of Lake Erie. I also witnessed the turning of the first sod of the Illinois Central Railroad. These were the efforts of a people forming a nation of over 20 millions.

Now what has been the result of those acts? I do not speak of the mere works of themselves great as they undoubtedly are, but I speak of the inauguration of a system of artificial communication for commercial purposes. The village of Buffalo at that time contained a population less than Prince Arthur's Landing does today. And what at the time was called Chicago was no larger than that little aggregation of houses that goes by the name of Fort William. The breaking of bulk in the cargoes going east and west from those two has made these two cities at once especially Chicago the wonder and admiration of the whole world. I say I verily believe that history is about to repeat itself. I give you my reasons, I submit, all things being equal like causes must and will produce like results. Is it not a self evident proposition? The answer to it is found in the question itself. Now what are the conditions you ask? I will try and furnish the answer. No one will assume that it was the construction of canals and railroads alone that made the two cities mentioned. But it was vast fields that lay west of Chicago that in time became filled with an industrious population that required these railroads and canals to take their products to market and to bring them their dry goods and groceries in return. And so these lands filled up new homes further west must be sought, until the Rocky Mountains were reached and the area for available agricultural lands for wheat growing purposes were found to be very nearly exhausted. Out of that vast tract of land lying between the Missouri River and the Rocky Mountains are to be taken immense tracts that can only be counted a sort of half desert producing buffalo grass in the spring, but even that during the summer parched with high winds that for weeks and months permit no rains to fall and vegetation simply ceases to be. Now will any person say that we have anything within our western borders that represents a state of things equivalent to that? Nothing but unbounded fertility with perennial grasses, never failing showers from the Red River here at Fort Garry to the very foot of the Rocky Mountains. Aye and more than that—well up the eastern slope of these mountains may be found an abundance of coal also large tracts of most valuable lands for agricultural purposes. Thus it will be seen that it proposes to

ourry the road through one of the most fertile belts of country in the world At any rate this route crosses on athallee plaue it spans oo tahospt tah e waste tt pierces e e arid scorch ed and burocd up vastoese but it does traverse a country at once beautttot aod invttog atways rich either in minerals or forttttty aod targe eoo gh to earve out a hatt dozeo such States as ttlinois aod Wtacoosto—thetr equat to acreage aod more theo thetr equat to productivenese t speak ooly of the oear tuture t refer eoly to ihat immediate future when the produettoos ot ihis fiee couotry shalt exeeed its requtrements, when the surplus graios wttt be sent forward te pay for its dry goods aod groceries to order to prove my propoetiou for of this potot where car goes are chaoged from shio to car and from car to ship witt aod must he reproduced thoee marvels ot central ization of mee aod money that are in themselves the creators of cities tt wae that process of eooeeotrattoo aod redietrbuttoo that has made all the large cities that fringe the coast of these vast iskes and ii certainly would be an unheard of thing tf the same causes up here upoo the superior of them att should io this soh tary instance fatt io produce the tike reeutte t ask you again te tf not a self evident proposition? But gentlemeo there are features io eooaeetion with thte undertahtog thaf time does oot permit me to more than touch upoo I will merely add fhat with an easy aod rapti mode of tranepert aod communtcation fhe soccessful federation of these Provinces is possible but wtthoui it our hoed ot uoion (the Confederation Act) is a rope of sand Our own great breadfh of territory instead of being a source ot strength would be a source of fatal weakoese We should fatt to pieces of our owe weight—to which event by actiou of the laws ot gravt tation we would possibly fatt into fhe arms of our neighbors t need oot entarge here But with this beginning so accomplished fact we take a new departure in our national existence the fufure of which so far as human vision can pierce is bright with promise and radiant with hope At this point t leave the subject to others t thank you for having listened so attentively and patiently and will now call upoo Mr Adam Oliver the member of the local Legislature for the county of Oxford

Mr Otiver came forward amid applause He said We have today met to perform perhaps one of the most interesting acts that has ever taken place in the Dominion of Canada We have often witnessed the breaking of ground for railways when many of them were for mere speculative or political objects or perhaps, to buy up the decaying reputation of some railway company This today is an idte speculative demonstration Here you have living evidence that business is meant allow me to refer for your observation to yonder pile of 500 wheelbarrows a little further on you can see 1 000 shovels ready for use (cheers) looking still farther up the line you can see hundreds of men grubbing and clearing the way while the magnificent wharf along the side of the river is rapidly approaching completion The place upon which you are now standing is destined at no distant day to form one of the most important cities of our great Dominion in a few years you will see this magnificent river and bay dotted over with the flags of all nations floating at masthead, called ither to convey the products of the west to ship to all parts of the world (Cheers) He (Mr Otiver) regretted that the agricultural capabilities of this district were not better known here we have some of the best most fertile valleys along these rivers to be found on the continent True the summer season may be shorter than in some places but it is quite long enough to produce all kinds of grain Here the grasshopper never finds his way the chintz bug and the potato beetle that lay waste so many farms in other parts are not known in this land The speaker then paid a high compliment to Messrs Sefton Ward & Co and stated that the Government were fortunate in awarding the contract to such men who were known to be men of experience integrity and worth

Mr Wood, M P P being called upon said At the desire of our worthy and able chairman I have been requested, as one of the oldest settlers in the district of Algoma to address you on this general national

event that is of turning the first sod on the Canada Pacific Railway. It is an event of which few I think really appreciate the great importance. It is the commencement of the real consolidation of one of the largest colonies that pertain to the British Empire. By its means we are going to connect the widespread portions of our Empire and open to the overcrowded population not only of our parent England but to the whole continent of Europe, an extent of agricultural and mineral land unequalled on the continent of America. Heretofore the Northwest has been only understood as the hunting ground of the Indian, producing through the enterprise of the Hudson Bay Company the skins of the wild animals which roam over its vast prairies and forests. Gradually from the observation of enterprising men travelling either on pleasure or the pursuit of knowledge it was found that this great territory instead of being a mere wilderness, was one of the best grain producing regions of the world, thus the project of the Canadian Government in building the railroad which we see now commenced not only will I hope be financially a success, but will open out a new field for the enrichment of our emigrants and the whole Dominion of Canada. The country through which the railway will pass is peculiarly suited for European emigration. Nothing is required of the settler but to plough up his land and reap the harvest, no chopping of the native forest, simply the turning of the sod. As an old settler in this district coming when only one steamer plied on both waters of Lake Superior and Lake Huron it is with pride that I am present on this occasion. Since coming to Canada my attention has been drawn to the cause of the success of Chicago and as far as I believe it has been on account of its being the nearest water communication to the seaboard for the grain producing territories of the Western States. Such is our position today, we have the natural water outlet of the great fertile belt of the Northwest. The thanks of every one here and in Canada are due to our Government for the selection which has been made of Thunder Bay as the first link of the Canada Pacific Railway, they having commenced it in the midst of as promising a mineral district as there is on the continent, passing through some of the best free-grant agricultural lands on this side of the water shed on Lake Superior. With these remarks I am sure that everyone will join with me in wishing success to this great undertaking.

Judge Van Norman having informed Mr Oliver M.P.P. that the time had now arrived for him to commence his important duty as cutter of the first sod of the great national undertaking Mr Oliver proceeded to do so in a most workmanlike manner. A handsome spade and wheelbarrow having been provided by the contractors for this purpose. The barrow being duly filled Mr Oliver wheeled it along the track and upset it in the most approved style when a scramble ensued among the ladies and gentlemen present as to who should possess a piece of the first cut. Great were the demands upon it to supply the requirements of those present as well as to send to friends at a distance. What was left of it was safely brought to Prince Arthur's Landing to be preserved as a memorial of the interesting event.

The spectators now returned to the steamers well pleased with the day's proceedings expressing the hope that the energetic contractors may continue as satisfactorily as they have begun.

Shipping Trade of Fort William

EXTRACTS FROM THE FORT WILLIAM DAILY TIMES JOURNAL OF NOV 20, 1915 RE THE GRAIN FLOUR AND SHIPPING INDUSTRIES OF THUNDER BAY DISTRICT UP TO DATE

COMPILED BY MR PETER McKELLAR READ BY MISS M J L BLACK

THE PIONEER OGILVIE FLOUR MILLS OF THUNDER BAY

Mr W W Ogilvie was fully alive to what lay ahead of the twin cities and the erection of the mills now in operation at Fort William was planned by him in 1893 but his death occurring in 1900 delayed their construction and was followed by a reorganization of the company which continued its business under a new name the Ogilvie Flour Mills Limited numbering among its directorate many of the greatest of Canada's financial men It was due largely to the energy and acumen of this same group of financiers numbering among them C R Hosmer and the late F W Thompson that the development of the water power at Kakabeka Falls was brought to a successful issue a power which was never made into a commercial possibility until it fell into its present hands and under the organization of the Kaministiquia Power Company was made the source of power supply for the city of Fort William furnishing electric current for almost the entire range of industries elevators and railways as well as supplying the municipal needs in the cities at the head of the lakes Coincident with the development of this power the plans of the late W W Ogilvie were carried out at the head of the lakes and the first unit of their elevator was put in commission in time to handle the crop of 1904 and was followed by the erection of the mill with a daily capacity of 3000 barrels while their storage has been successively increased by units of 75 000 bushels capacity until the Ogilvie Flour Mills Company now has no less than two million bushels of storage at this point.

Possibly the best idea can be obtained of the magnitude of this company from the following table showing their milling and elevating capacity throughout the Dominion.

Daily Capacity of Ogilvie Mills

Flour Mills—	Barrels
Royal Mill Montreal	7,500
Glenora Montreal	3 000
Fort William Fort William	3 000
Winnipeg Winnipeg	3 000
Medicine Hat Medicine Hat	2,500
	19 000

Cereal Mills—	Barrels
City Mills Montreal	1 000
Winnipeg, Montreal	500
	1 500
Total milling capacity	20 500

Capacity of Ogilvie Elevators

Terminals—	Bushels
Montreal	1,750 000
Fort William	2,000 000
Winnipeg	750 000
Medicine Hat	500 000
Interior or Country—	
147 elevators	5 000 000
Total storage	10 000 000

At the different mills of the Ogilvie Company the drying plants in connection with the wheat washing machinery can dry if necessary 100 000 bushels daily

THE BEGINNING OF THE TRANSPORTATION OF GRAIN FROM THE WESTERN PRAIRIES TO THE EAST

The First Cargo

Away back in 1882 the first cargo of wheat from the west was loaded into the small hold of the old wooden steamer Erin at which Captain Sullivan was master No elevators existed at that far-off day Fort William was still a post of the Hudson's Bay company Port Arthur was a tiny set-

tlement and birch bark canoes were common on Thunder Bay and the river Kamtetiquia The steamship Erie sailed up the Kamtetiquia river to where west Fort William now is situated and the grain was loaded into her from sheds which had been erected upon the river bank.

In 1883 the first ship's cargo to pour down the spout of a terminal elevator on the Canadian shore of Lake Superior was loaded from King's elevator at Port Arthur In the spring of the following year the steamship Alberta, of the Canadian Pacific railway upper lake fleet received the first grain cargo to come from the spouts of a Fort William elevator when she was loaded at the house known as C P R elevator "A." The old house still stands on the banks of the Kamtntetiquia and is in as active operation as it ever was An idea of the wonderful development of elevator construction from the time when A house was built until now can be obtained from an inspection of the old building and then a visit to one of the modern houses like the Canadian Government house or any one of a dozen houses owned by the Canadian Pacific Canadian Government and the Canadian Northern railways The walls of the old house are built of two by six inch planks laid flat together and spiked The bins are square and are built in the same way as the walls The exterior is covered with galvanized iron In shape, it is oblong and built exactly like one of the small elevators of the west. The roof runs up in a cupola which runs along the entire length of the structure

"Palaces of Commerce"

To the uninitiated one of the modern brick concrete and steel elevators looks like a plant built for an entirely different use Old elevator A might be taken for anything from a cotton mill to a tobacco barn but one of the new structures could never be mistaken for anything but a grain elevator The fact sticks out all over them They are much too well known to require a description

GROWTH OF TERMINAL ELEVATORS IN TWIN CITIES

When, in 1885 the first Canadian Pacific railway elevator was built, the Port Arthur elevator was left for winter storage only until it was converted into a hospital and A did the whole of the fall business until after the 1887 crop D was added as an independent house, and C was constructed as an annex to A

The first steel house D was built in 1897 and was followed in 1902 by the two million bushel annex to E known as E which was constructed by the Macdonald Engineering Company of Chicago, and was of a new design the arrangement of the tanks being based upon the hexagon instead of the square six tanks being grouped round one central tank leaving the interstices triangular instead of four cornered This style of construction was followed in the first steel elevator used by the Ogilvie Flour Mills Company built by the same firm which was built in 1904 and has been twice enlarged The Empire elevator was built the same year these two being the first firms outside of the railways to erect terminal houses

All these elevators, with the exception of the first, the C P R. elevator above mentioned were built on the Kamlnistiquia river in Fort William.

Meanwhile the Canadian Northern railway had tapped the west and taken over the route of the old Ontario and Rainy River railway which linked the prairies to the great lakes and commenced work on its first elevator A which was a wooden house holding a million bushels built on the lake front at Port Arthur in 1902 to which shortly an annex was erected consisting of tile tanks bringing its capacity up to about four million This was supplemented by the erection of a second working house B with a second series of tanks bringing the capacity of the two houses which are side by side to the grand total of 9 500 000 bushels.

In 1906 the Consolidated elevator was built, followed on a site not far from it by the Western Terminal elevator, which was built in 1909 the same year which saw the erection of the Thunder Bay elevator in Port Arthur which was built by the same company that owned the Empire ele

vator in order to handle their grow ing receipts via the Canadian North ern In the following year 1910 the Grand Trunk Pacific elevator was built on the terminal property acquired by that railway company and was the first elevator to be built on the south side of the Kaministiquia river and this has been added to un til it now has a capacity of 5 750 000 bushels

In the fall of 1913 the Dominion Government elevator was built and this year saw considerable expansion including also the Fort William ele vator at Fort William and the David son and Smith elevator at Port Arthur on a site not far removed from the government house

Such is a brief history of the growth of terminal elevators at this port commenced by the railway compan ies who have since gradually retired from the actual operation of their own houses the Canadian Pacific ele vator D being now the only house actually operated by a railway Their elevators A and C are leased to the Eastern Terminal Elevator Com pany B and E to the Grain Grow ers' Grain Company while the whole plant of the Canadian Northern at Port Arthur is leased and operated by the Port Arthur Elevator Company The same is true of the Grand Trunk Pacific elevator which is run by a firm known as the Grand Trunk Paci fic Terminal Elevator Company

THE EARLY SHIPPING AND BOATS AT THE TWIN PORTS.

From 1884 to 1890 grain arrivals and shipments steadily increased and a large fleet of steam barges and sailing craft called regularly at the head of the lakes Four of the larger boats of the fleet were the Myles Tiffin John Gaskin and Glenora but even they—considered wonders in their day—carried pitifully small car goes compared with the loads carried down the lakes today The big steam er W Grant Morden could carry in one trip almost as much grain as the entire fleet of 1885 or 86 put together

First Queen of the Lakes

It was in the early days that the wood steamer Saronic which up to two years ago ran regularly between here and Sarnia with freight and pas sengers, earned her reputation as queen of the upper lakes because of her size and luxurious appointments. The C P R steamships Athabasca Algoma and Alberta were also point ed out with pride by every sailor of the lakes

In 1888 a record which still stands to the annals of the lakes was made by the steam barge Mary Jane which cleared from Fort William for But falo with 65 000 bushels of wheat on December 15 She made the long trip without mishap

About the year 1887 a new era in lake transportation occurred when the iron steamship Western Reserve ar rived at the head of lake navigation and loaded a grain cargo for the east. Almost every man, woman and child crowded to the waterfront to see the monster of metal plates arrive and specu lation ran high among the old salts on her future and the fates of the other boats of her kind The seers who would not believe in the stability of the new kind of craft croaked I told you so when the Western Reserve broke her back in a storm on Lake Superior when eq uipped light a few years later and only the wheelsman and a dog were saved

Shortly after the Western Reserve made her appearance here the iron steamer Yuma arrived She was constructed straight back or whale back style and still ply the lakes Following swiftly upon the heels of the iron steamers, the steel boats made their appearance and gradually increased in size and efficiency in the grain carrying trade until the great vessels of the present day were reach ed These monsters carry almost half a million bushels of wheat many of them The W Grant Mor den, owned by the Canada Steamship Lines Limited, and built a couple of years ago by the Western Drydocks and Shipbuilding Company at the head of the lakes, holds the record for monster cargoes She carried 478 000 bushels of wheat from Fort William to Tiffin in one trip

The history of the early days of the twin ports of Fort William and Port Arthur from the time when Fort William was a Hudson's Bay post and Port Arther was known as Prince

Arther's Landing in honor of Prince Arther of Connaght—the name was given to the place when the troops landed there on their way to quell the Northwest rebellion—would fill several volumes This article is only meant to preserve in print data in connection with early shipping in Fort William

THE PIONEER GRAIN TRIMMERS OF THUNDER BAY

First Grain Trimmers

The honor of trimming the first grain from the Fort William elevator into a steamer went to seven men Richard Heder Robt Stein Herman Keeler John McAvay Sr Tom Seeley Jack Hollerom and James Davidson Of the seven only three Robt. Stein McAvay and Davidson are living and they still call Fort William their home. Robert Stein is one of the best authorities on the early history of the Fort. John McAvay Sr is one of the mainstays of the grain trimming association McAvay came to Fort William from Toronto to take charge of grain loading operations here and he had charge of the men who loaded the first steamer in 1883 at Kings elevator in Fort Arthur

CANADA LEADS THE WORLD IN GRAIN DRYING PLANTS

The belief that it might be necessary for the Canadian grain growers to secure free access to the American market for their tough and damp wheat, owing to lack of facilities for drying this class of grain in Canada can be shown to be absolutely foundationless No country is as well equipped as the Dominion for this work and the drying capacity of the Canadian drying plants whose facilities are unrivalled in the world has never been worked to within fifty per cent of its capacity

The following figures with regard to the Canadian drying plants, supplied by the offices of the Dominion grain commission as compared with the similar equipment at the American ports of Duluth Superior, Buffalo and of Minneapolis should set at rest all doubts on this question

	Bushels 24 hrs
Drying capacity of terminal and hospital elevators at Canadian terminals	398 000
Minneapolis, four houses with total drying capacity of	35 000
Duluth Superior six houses with total drying capacity of	110 000
Buffalo one house with total drying capacity of	12,000

Comparing the combined capacity of the three American terminals with that of the Canadian we find that the Canadian is approximately double that of the American

	Bushels
Total Canadian drying capacity (24 hours)	306 000
Total American drying capacity (24 hours)	157 000
Excess of Can drying capacity	143 000

The western Canadian plants included in this estimate all of which are within access from the wheat fields of the west comprise the following elevators, the drying capacity of each being based upon their ability to treat tough grain per day of 24 hours

Fort Arther Elevator Co	15 000
Grand Trunk Pacific Grain Co	24 000
Thunder Bay Elevator Co	18 000
Fort William Terminal Elevator Co	15 000
D Horn and Co	5d 000
Davidson and Smith	3d 000
Black and Melrhead	9 000
Merchants Grain Co	6 000
Paterson and Co (2 elevators)	24 000
Govt Elevator Port Arther	32 000
Govt Elevator Moose Jaw	24 000
Govt Elevator Saskatoon	24 000
Govt Elevator Calgary	24 000
C P R Elevator Transcona	10 000
Total for 24 hours	306 000

THE HOSPITAL ELEVATOR CAPACITY IN THE FALL OF 1915 IN THUNDER BAY

HOSPITAL ELEVATOR FIGURES FOR PRESENT CROP SEASON

The value of the hospital elevator equipment at the Canadian lake terminals may be judged from the amount

of grain treated by them including all processes of cleaning separation and drying, during the present crop season. As they are not storage plants the shipments are approximately the same as the receipts

Grain received by the hospital elevators at Fort William and Port Arthur from the 1st of September to the 10th of November 1915 from official government data

Receipts

	Bushels
Black and Muirhead Limited	900 435
Bate Grain Co	153 062
Davidson and Smith	3 172 782
Dwyer Elevator Co	788 [illegible]
Grain Growers Elevator H	288 042
Merchants Grain Co	275 472
Muirhead Elevator Co	287 005
National Elevator Co	381 078
N M Paterson & Co Ltd	2 015 904
Superior Elevator Co., Ltd	404 485
Western Elevator G	28 548
Total	9 396 341

RE STORAGE CAPACITY OF GRAINS IN FORT WILLIAM AND PORT ARTHUR IN FALL OF 1915

Some Figures

The present total capacity for grain storage at the Canadian head of the lakes at elevators alone and exclusive of storage in bottoms is 40 785 000 bushels

That is to say that were not a bushel to move out, the grain elevators alone could hold a little better than one-seventh of Canada's total wheat crop this year exclusive of what could be stored in western elevators cars and lake bottoms in port

The following comparison of the elevator storage capacity of grains in the Twin Cities with the acreage under crop in the three western provinces at the five year periods shows as follows

Year	Acres	Bushels
1900	3 404 000	5 570 000
1905	6 009 000	15 530 000
1910	14 626 000	25 700 000
1915	17,898,000	43,785,000

It will be seen that the growth of elevator capacity during the last five years has been such as to give it a proportionate lead that will never be caught up

Looking Backward

By M. V. MORRELY

RECOLLECTIONS OF AN OLD-TIMER

Long before the C. P. R. boats or the Pullman car were thought of I crossed part of Lake Superior in a birch bark canoe, with my father, mother and three little sisters, my father then being in the service of the Hudson's Bay company, and at that time promoted to Fort William from Brunswick House on the Missinabie river where we had been for six years. I have been asked to tell something of the early days of the Fort and will endeavor to jot down a few incidents that I do remember.

I must have been an unobservant little girl or would be able to recall many items of interest on that trip that would make my narrative more readable. One thing I could not forget was the loss of my father's gun in a rapid on the Michipicoten river; this was a real calamity, as we depended largely on it for food.

On our arrival at Michipicoten we picked up a passenger, the Rev. Father Kohler, who for some years was the Superior of the Jesuit Missions on the Upper Lakes and who was drowned in the early seventies in the wreck of the propeller Coburn on Lake Huron. Before reaching our destination we were wind bound on a Hare Island near Thunder Cape for three days, where we ran out of provisions. However the last day one of our men caught a large trout, which I am sure was immediately cooked, and to help out the meal my mother made a pancake from the scrapings of the flour bag. That evening when the wind fell we started for the Fort, arriving there at 3 o'clock in the morning. The whole of this long trip of fourteen days was made by canoe.

Fort William as we found it was indeed a fort, having palisades, bastions, lookout towers and cannon, and I think I am right when I say there is not a stick or a stone left to mark the site of this once important fort in the thriving city which bears its name today.

In 1856, the year of our arrival, the only white men in the district were the H. B. officers, some of the company's employes, who were Orkney men or Norwegians, and the priests at the Mission.

The chief item of interest for years was the arrival of the H. B. governor, then Sir George Simpson, who made his trip of inspection once a year by canoe from Montreal, to Fort Garry, calling at Fort William en route, and also the coming of the company's schooner, loaded with supplies for the post, and her sailing again with a cargo of furs and fish. She was obliged to anchor in the bay opposite the mouth of the river and land her freight in large batteaux which were kept for that purpose.

With the exception of the mail which was brought by the "Isobel", the only other communication with the outside world was by an overland packet arriving in March, bringing joy or sorrow to the members of our small community.

Our lives ran on very smoothly until one day we were surprised by the arrival at the steamer Gore, having on board a party to explore the route of Dawson road to Fort Garry.

In 1859 the steamer Rescue arrived carrying a mail intended for Fort Garry. She also brought our first settlers, the McVicars. Mr. McVicar and family having only come from Great Slave Lake, a H. B. post, a few years before. He was crown land agent and first postmaster at Fort William. Our next settlers were the McKellars, and with their advent came the discovery of silver mines.

Up to this time we led a very simple life, having no companions outside of the family. We were never allowed to play with the Indian children, but still we were able to pick up their language which often proved very useful to us. At last a separation in our family of eight occurred, the going off to schools in couples year by year, some to New York, some

to Toronto and others to Lennoxville

Later in the sixties came the opening of the Thunder Bay silver mine at Current river and the Silver Islet mine

In 1870 came the Red River expedition under Sir Garnet Wolseley (Lady Wolseley accompanying him and being our guest for six weeks) the moving of troops the transport of supplies with all its hustle and excitement making a pleasant change in the life at the Fort

In 1872 Lord and Lady Milton and party arrived and took up their residence at Point de Mouron and it was here their son the present Earl of Fitzwilliam was born

The first white girl married in the district was one of my sisters in one of the old Hudson's Bay stores fitted up and decorated for the occasion The ceremony was performed by the Rt Rev Bishop McCrae of Rupert's Land who was on his way to Fort Garry The last day of this year (1872) government engineers arrived to survey a line from Thunder Bay for the Canadian Pacific railway

Up to this time our religious privileges were very limited depending on passing clergymen and students for a service now and then From this on the country began to settle up more rapidly

Comparing our life in those days with the present in many ways it was as happy and often more comfortable My father and mother were both very thrifty and made the most of everything There was a good farm stocked with 12 cows sheep pigs and fowl a large garden with all kinds of vegetables and small fruit and we had white fish and trout from the bay every day The Hudson's Bay company furnished us with menservants the laundry and cleaning as well as the making and mending of our moccasins was all done by squaws I well remember the tedious work it was to supply the house with water The men had to carry it from the river with yoke and buckets and also before the days of lamps the lighting of tallow candles which were not always plentiful and which often made it necessary to retire early

I may add that my father who was so many years in charge of Fort William had previous to his going to Brunswick House made a trip around the world with Sir George Simpson a gigantic undertaking in those days leaving Glasgow by sailing vessel for Boston, then to Montreal by stage from Montreal to the Pacific ocean by canoe and horseback then to Sandwich islands by the H B steamer Beaver where they wintered the company then having an important post at that point to the spring back to New Caledonia (as British Columbia was then called) coasting up to Aleutian islands and across to Kamschatka then by horseback over Siberia and Russia to Scotland

My father was also a firm believer in the future greatness of Fort William and took part in many a hard fought battle in its behalf—when the Lake Superior port of the C P R was still an open question

The changes at Fort William from the dog trains to the C P R imperial Limited and from the H B store houses to the great grain elevators has indeed been marvelous but I still look back with many pleasant recollections to the old days

M V MORRILL

Legendary Lore of Lake Superior

By GAY PAGE

The Indians found on the shore of Lake Superior by the daring traders Radisson and Groseilliers about 1660 did not appear to have any visible objects of worship except small wooden figures rudely carved or merely the tops of a few willow bushes tied together as the representative of a capricious being called Kepoochikana. Their most common petition to this being was for plenty of food and as they did not trust to his favor nor believe that he cared for his creatures their endeavors were more in the way of propitiation than worship. They boasted of wonderful tales of his power and in designating the place where the metal was to be found that formed the solid copper knife which had been given to Cartier by one of the Indians whom he had taken captive they referred to it as the "Unknown Land." This land their legend told was created by this demi-god sometimes referred to as Kitche-Manito the Great Spirit or the Master of Life identical with Kepoochikaan. The legend tells of a deluge caused by an attempt of the fish to drown this capricious being with whom they had quarrelled. He craftily constructed a great raft or floating island which was rich with copper and this island he named "Minong" or "The Safe Place." On this he embarked with his family and all kinds of birds and beasts and after the flood had abated he ordered several waterfowl supposed to be the sea gulls who make their home near Isle Royale to dive to the bottom. They were all drowned. Afterwards a muskrat dispatched on the same errand returned with a mouthful of mud out of which Kepoochikaan imitating the mode in which the muskrats construct their houses formed a new earth which the rays of the sun at length hardened into firm land. The giant made his home on the island and the Indians who found their way to the new earth he had made opposite his lair held him in awe and tried to avert his wrath. But another giant more powerful still named Woesachootch became lord over the Indians who took possession of the new-made land and from the cliffs of Mount McKay this rival hurled a great boulder across the water at his foe. This boulder became wedged below one of the cliffs of Minong the name for Isle Royale which as has been said means "Floating Island." This boulder, unlike all other rock formation on the island, has been to this day the wonder of white man as it is entirely foreign to the other rock formation of Isle Royale and its presence there is a mystery. The giant stone thrower at length overcame his rival Kepoochikana and on account of his great prowess was held in reverence by the Indians who were glad to escape from the fear of the evil spirit. This benevolent god guarded the treasures of 'Minong' or Isle Royale after he had conquered Kepoochikaan and was renamed Nanibijou in order to protect his treasures he set up spiked rocks in the channel to warn off adventurers and to this day as the Forest City knows the ship that ventures through the channel may feel the fury of the god that still guards the islands and head land on which he made his lair. And even now the strange and awe-inspiring mirage which is often seen as boats approach the cliffs are in the eyes of the superstitious Indians the spirits of the two giants Nanibijou and Kepoochikaan fighting in the air. This phenomenon was seen with wonderful clearness by the passengers on board the Fossil City on its way from Isle Royale on July 19 1916.

HUDSON BAY MEMORIAL

The obverse and reverse sides of the historical tablet unveiled yesterday by Sir George E Foster at the dead-end of McTavish street opposite the old site of the Hudson Bay fort. Its purpose is to keep alive the memory of generations [illegible] those brave men who laid the foundations of our present western Canada

Unveiling of Tablet

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Mr Peter McKellar president of the Historical Society whose dream was accomplished yesterday in the unveiling of the Hudson Bay memorial tablet by Sir George E Foster was justly a proud man Thursday and he and the society which he represents deserve the thanks of the community for their untiring and unselfish efforts to leave something to posterity to remind them of the white man's earliest struggle to conquer the loneliness of the Great North

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Yesterday afternoon an event of more than usual interest took place at the corner of McTavish and Methyre streets when the Right Honorable Sir George E Foster P C M P K C M G minister of trade and commerce who spent yesterday in the city on the occasion of the visit of the Dominions Royal Commission unveiled the memorial tablet erected by the Thunder Bay Historical Society on the site of the old Hudson's Bay post it is a spot hallowed by the memories of Canada's early days There is probably not another more historic monument in Canada the spot indicating as it does the actual site of the old council chamber where in 1821 the Northwest Trading company and the Hudson's Bay company amalgamated

Idea of Peter McKellar

The idea of such a monument, erected as a permanent memorial and unveiled yesterday originated in the mind of Peter McKellar president of the society and after three years of patient work the fine granite obelisk is today standing Built of Aberdeen granite it is inscribed with two thousand letters descriptive of the great west fur trading companies The cost has been borne by voluntary subscriptions which are in the neighborhood of $1 000

The Platform Party

The time of unveiling was scheduled for 1 30 but owing to the party not returning from the trip around the harbors until quite late it was nearly two-thirty before Sir George Foster appeared on the scene driven to the special platform in Mayor Murphy's car Standing upon the platform which was tastily draped with flags were in addition to Sir George Mayor Murphy Peter McKellar Don McKellar Rev J Dyke F S Wiley John King N M W J McKenzie J D McKenzie (the last two representing the Hudson's Bay company) and others Mayor Murphy briefly introduced Peter McKellar, president of the Thunder Bay Historical Society who spoke as follows

The President's Speech

This occasion is one of the happy events of my life and I feel that the members of the Thunder Bay Historical Society are to be congratulated as this fur traders' tablet the principal work of our society has been successfully completed The polished granite with the two thousand letters of historical records engraved thereon will remain for countless ages and reflect credit on the people of Thunder Bay I noticed in Egypt some pottched granite tablets which had been in place from four to five thousand years and they are still fresh in regard to the object for which the tablet stands the great work of the early fur traders of Canada I need not dilate further There are gentlemen present today who can appreciate its value and importance to the present and future generations better than I can give it here

Some History

Our society was formed eight years ago Soon afterwards our attention was directed to the site occupied by the early fur traders for nearly two hundred and fifty years, on the banks of the Kamlelatiquia river in Thunder bay At first, to mark the locality a rude monument of stone or iron was contemplated but as our searches into history ex-

tended our appreciation of the matter in hand increased until finally it resulted in the erection of this beautiful tablet. The Right Honorable Sir George E. Foster K.C.M.G. minister of trade and commerce has kindly accepted our invitation to unveil this tablet and in so doing he is conferring a great honor on the Thunder Bay Historical Society. As the time of the royal commissioners who have favored us with their presence is limited I will call upon Sir George Foster to proceed with the ceremony of unveiling the tablet.

Sir George Foster

Sir George Foster who was received with hearty applause said amid laughter that he did not know what was veiled behind his back as he was going to take the bull by the horns and unveil the monument at once. This the minister did amidst loud cheers. Continuing Sir George said that the tablet stood as a credit to the progress of the pioneers of the west and to those who had made the erection of the memorial possible. The thanks of the community and of the country at large were due to those persons who were erecting such memorials not only in the frontier towns but also in other parts of the country. They were not unmindful of the pioneers of the prairie lands of the past. Altogether in the vast and rushing age of the present they were too prone to forget that they had a past—and this putting in place of records such as the present tablet before them served to remind them that Canada has indeed had a past.

Owe Great Debt

They ought to remember the debt they owed to the men and women of the past. Nearly three centuries ago the adventurous men who by the gracious will of the sovereign of Great Britain found their heritage in sections of the great west country and who took for their profits what could be made out of the furry animals which up to that time had shared with the Indian the great stretches of territory constituting that vast Dominion had the pluck to follow up the great natural highways and waterways of Canada and to open up year by year many acres of territory.

Thanks to the Pioneers

If it had not been these men and their adventurous spirit their sublime courage and endurance the gateways of the country would either not have been opened up or at any rate would not have been opened up until much later. "We honor these men" said Sir George "by erecting tablets in their memory by presenting the story of their adventure and progress and by emulating the courage and endurance which they exhibited and which contributed to the building up of the greatest trading company in the world.

Gateway of Commerce

The head of the lakes is a gateway of commerce between the great middle west stretches of the country and the great waters which plough their way towards the sea and across the oceans to the people of far distant lands who desire the products of the west. This gateway of commerce is an open door making possible exchange between the great productive fertility of the middle regions of Canada which must find a way out through this gateway.

The head of the tablet bears the words "Memorial tablet erected by the Thunder Bay Historical society in 1914 to commemorate the locality made famous by the pioneer fur traders of the great northwest."

Hudson's Bay Officials

Representing the Hudson's Bay company were N. M. W. J. McKenzie now retired for over forty years in the employ of the company and J. D. McKenzie the district manager. N. H. Bacon of Montreal the fur trade commissioner wired regretting he could not come and asking N. M. W. J. McKenzie and J. D. McKenzie to represent the company. Land Commissioner Thompson of Winnipeg also wired regrets that his having to go to Edmonton precluded his presence yesterday afternoon.

The Hudson's Bay post which this tablet commemorates was removed in 1878 when the Canadian Pacific railway was under construction.

(Times-Journal, Oct. 28, 1916)

The monthly meeting of the Thunder Bay Historical society was held

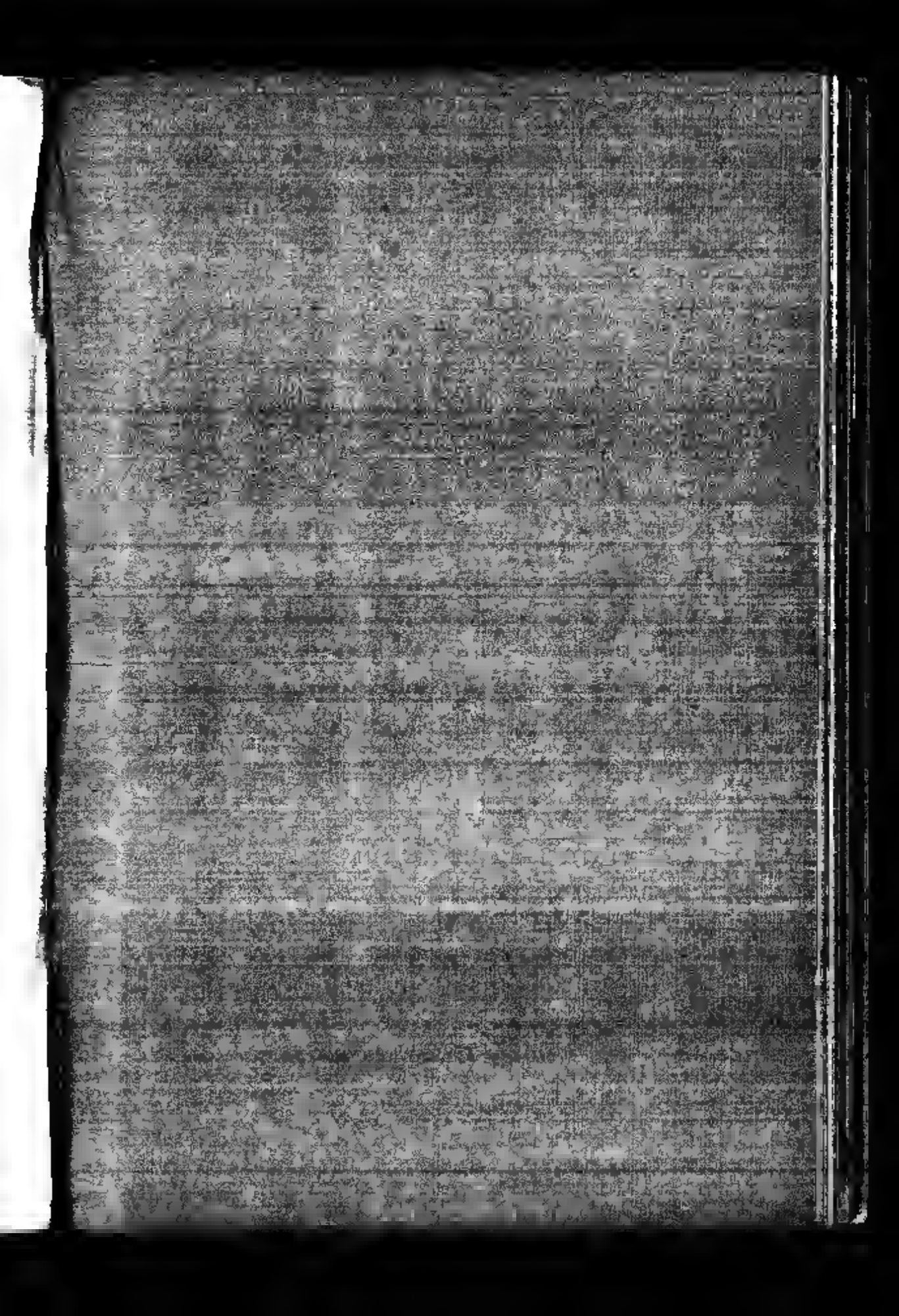
last evening in the public library After the minutes had been read and correspondence dealt with an interim report which was sent to the government dealing with last months work was read The report is very creditable to the society and it will be read at the annual meeting next month Mrs John King convener of the tablet card committee on the occasion of the unveiling of the Hudsons Bay tablet reported that from the sale of picture cards of the tablet she had turned in about $25 to the treasurer collected by her staff of little girls A hearty vote of thanks was tendered to Mrs John King for her good work

Since the unveiling by Sir George Foster $32 has been donated to the society and two new members joined at last nights meeting $50 will be paid to Mrs Gladstone on account of the cost of the tablet

President s Report

The following is the presidents monthly report for October 1916

I feel that the Thunder Bay Historical society has made great progress this month The completion of the beautiful fur traders tablet in the midst of the worst war of all wars is more than I expected Again we have been remarkably fortunate in having the unveiling of the tablet performed by the Right Honorable Sir George E Foster minister of trade and commerce He could appreciate the import of the work to future generations as we might say that the fur trade was the beginning of trade and commerce in Canada and the writing on the tablet is an historical synopsis practically reaching from the beginning of Canadian traders up to the great trade expansion by rail and water of the present. As Mrs J B Simpson secretary of the historic landmarks has said Sir George Foster is regarded as the historian of the cabinet Therefore as he is the minister of trade and commerce and the historian of the cabinet no other person could bring more honor to the unveiling than Sir George E Foster



The Thunder Bay Historical Society

[illegible] Annual Report

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The Thunder Bay [illegible]

Society

SEVENTH ANNUAL REPORT

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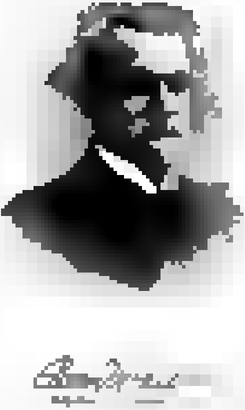

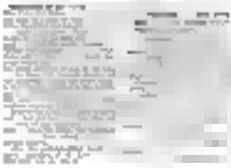

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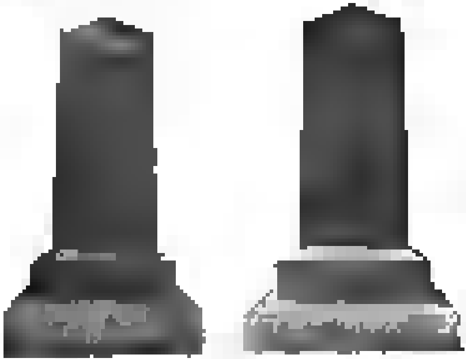
Looking Backward



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